



# The Hongkong Telegraph

(ESTABLISHED 1861)

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## STOP PRESS TELGRAMS.

### THE RETURN OF SHANTUNG.

PRESIDENT WILSON SAYS WAR IS THE ONLY WAY TO SECURE IT. San Francisco, September 17.

President Wilson, in the course of several speeches, referred to the Shantung Agreement and reiterated that what Japan had got was not Chinese rights but Germany's, and that Japan had solemnly pledged herself to forego sovereign rights. He recalled that at the Peace Conference he put the question: "Is this the beginning of the retrocession to China of the exceptional rights which other Governments enjoyed there?" The reply by the Plenipotentiaries of other great Powers was "Yes."

Addressing a women's meeting, President Wilson asked if it would be wise to go to war over Shantung. The women replied "No," to which the President said "There is no other way to secure the immediate return of Shantung."

### THE RUSSIAN FIGHTING.

London, September 18.

Since August, the Archangel and Murmansk forces have captured over 4,000 prisoners and 29 guns. The Siberian offensive is continuing successfully, but northwards the Bolsheviks continue to advance east of Tobolsk.

Owing to the retreat of the Southern Army, the Bolsheviks are advancing along the Turkestan Railway from Aktubinsk to Chelkar and have opened communication between Russia and Turkestan, one of the richest countries in Europe. This will be very important if the Bolsheviks are able to transport supplies thence.

### EMPIRE DEVELOPMENT.

London, September 18.

A new publication, entitled *The Future*, of which over three million copies are issued, contains articles by Ministers dealing with national policy, including Lord Milner, who pleads for a strengthening of the free union of the Empire, making the Commonwealth of British Nations the strongest influence for freedom and civilization the world has ever seen. He warmly advocates fostering intimacy with various portions of the Empire in order to preserve the fruitful co-operation of the War and the Peace Conference. He points out that of the enormous potential wealth of the Empire only the surface has been scratched, the development of which, and also the result of opening boundless new markets, insists on the importance of greater enterprise, vigour and initiative.

### PRINCE OF WALES.

#### ELECTED A TRIBAL CHIEF.

London, September 18.

A message from Banff Springs, Alberta, says a cavalcade of Indian braves, children and squaws, arrayed in buckskin, beads, eagle's feathers and pink, scarlet, green and yellow blankets, galled along motor cars conveying the Royal party. They welcomed the Prince of Wales as "Young Thunder," presented a loyal address and elected the Prince a Tribal Chief with the title of "Morning Star." They gave him buckskin, beads and feathers. The Prince donned the feathers amidst the wildest excitement. Horse racing and exhibition of archery followed.

### THE COUNCIL OF FIVE.

London, September 18.

Sir Eyre Crowe's appointment as British plenipotentiary to the Council of Five, with Ambassador's rank, is regarded as the prelude to the transformation of the Conference into a meeting of diplomatic agents, only occasionally attended by heads of Governments.

### CRICKET CHAMPIONS BEATEN.

London, September 18.

The Rest of England beat Yorkshire, the Champion County by ten wickets.

### FIUME INSURGENTS HONOUR BRITAIN.

Genoa, September 16.

D'Annunzio, who is ill with fever, has sent an officer and a battalion of storm troops to render honours on the occasion of the departure of the British troops. D'Annunzio expressed the population's friendship for Britain and her soldiers.

### GERMANS ACCEPT ALLIED DEMAND.

Berlin, September 18.

The *Vossische Zeitung* understands that the Committee of Foreign Affairs has decided to accept the Supreme Council's demand regarding Article 61.

### FRENCH EXCHANGE PROBLEM.

Paris, September 18.

In the Chamber, referring to the disquieting exchange situation, the Minister of Finance said besides increasing production, France must buy elsewhere than in Britain and France.

### THE SYRIAN SETTLEMENT.

Paris, September 19.

Following conversations between Mr. Lloyd George and M. Clemenceau, the tone of the French press on the subject of Syria has much improved. The papers state that the settlement harmonized with the Anglo-French Secret Treaty of 1918, and the 1919 Agreement of 1918 contains nothing interfering with

## REUTER'S TELEGRAMS.

### CAPITAL AND LABOUR.

#### AMERICAN CONFERENCE TO MEET.

San Francisco, September 18.

President Wilson has called a public conference with the Labour Party at Washington to discuss plans of closer relationship between Capital and Labour. President Wilson has appointed, among others, Mr. John Rockefeller, Jr.; Mr. E. A. Gray, President of the Steel Corporation; and Mr. Baruch, Chairman of the Industries Board, to meet the Labourites.

### FRANCE AND THE TREATY.

#### WHY SHE SHOULD SIGN IT.

Paris, September 17.

M. Viviani, the ex-Premier, delivered an eloquent speech in the Chamber of Deputies. Addressing the opponents of the Treaty, he pointed out that the practical consequence of a refusal to sign would be to leave France isolated against Germany and compelled to try, without assistance, to obtain a more advantageous arrangement. France had succeeded in obtaining satisfaction, for her claims of an economic order would enable her, under cover of a military frontier, not only to live but to prosper and develop.

The Chamber unanimously adopted a resolution to placard the speech throughout the country.

M. Clemenceau is expected to wind up the debate on Friday, the 19th instant.—Havas.

### THE SYRIAN QUESTION.

Paris, September 17.

The British troops occupying the French zone in Syria will be gradually replaced by French units in November, this being the date of the complete relief.

Mosul becomes the subject of negotiations between M. Clemenceau and Mr. Lloyd George. The Arabs are expected to look to the French for future advice and support.—Havas.

### THE TRIAL OF M. CAILLAUX.

Paris, September 17.

The Commission appointed by the French Senate as a High Court of Justice has announced that M. Caillaux has been sent to trial on a charge of an attempt against the security of the State abroad. The charge involves the death penalty, according to the Penal Code and the Code of Military Justice.—Havas.

### FRENCH NAVAL INTENTIONS.

Paris, September 17.

The French Ministry of Marine is not asking a vote for the purpose of completing the five Dreadnoughts whose construction was suspended in 1915. France has at present several large battle-ships which are good fighting units.—Havas.

### FRENCH ANTI-PROFITEERING MEASURES.

Paris, September 17.

The Chief of the Bureau for the Repression of Fraud made a raid on the Bon Marche, Paris, to verify the prices of sale and purchase of stuffs placed on sale.—Havas.

### SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

#### REBUILDING THE GRAND CANAL.

Shanghai, September 19.

Mr. John R. Freeman, a leading American engineer, Colonel Wiggins and Captain Todd, former Army engineers, have arrived to survey the project to rebuild and modernise the northern half of the Grand Canal from Shantung to Peking.

### THE SHANGHAI CONFERENCE.

Shanghai, September 18.

Wang Yi Tang has arrived to represent the North at the Shanghai Peace Conference, but it is doubtful if the Conference will be held, as the South is objecting to Wang.

### EARLIER TELEGRAMS.

#### THE FIUME INSURGENTS.

London, Sept. 17.

All news regarding Fiume is coming from Rome and is apparently censored. The British Mission has left Fiume; also Anglo-American contingents, while French troops are mustering at their base. It is not clear whether the insurgents are still in control. The Italian Government continues to issue statements tending to minimise the extent of the insurgent movement, which it says many are now abandoning.

It is believed in official quarters in London that the Italian authorities intend to blockade Fiume and starve out the insurgents. This would explain the departure of the Allied contingents.

Rome, Sept. 17.

The "Ides Nazionale" says that D'Annunzio's army consists of ten thousand regulars and forty battalions of Fiume volunteers who occupied a fortified line of the main positions round Fiume. The raid is believed to have been hastened on in consequence of the British carrying out instructions to disperse the National Council of Fiume and disarm the volunteers. The Council would not be disarmed and the volunteers would be ordered to remain in the city.

## EARLIER TELEGRAMS.

### SPEECH BY MR. LLOYD GEORGE.

London, Sept. 17.

Mr. Lloyd George addressing the Brotherhood Congress at the City Temple paid a tribute to General Botha's character and his personal influence at the Peace Conference. He also mentioned his successor, General Smuts, to whom the country owed more than it realized. It was useless talking about the old world as if nothing had happened to it. Peace was not a mere slogan like the Hohenzollerns, the Romanoffs and the Hapsburgs which governed two-thirds of Europe had gone for evermore, and the world was richer and stronger through their disappearance. He dwelt on the unprecedented fundamental changes in the history of the world since the outbreak of war; but many more were necessary to complete the picture. Slams must go and great arguments ought to disappear.

The long-drawn and wretched Irish misunderstanding must pass away. Waste in every form must disappear and Britain be freed of insubriety, penny and squalor. It must become a free land. (Cheers). Rather than accept the position of leading counsel for the old order of things which some ascribed to him he would throw up his brief tomorrow. These changes could only be effected by steady, patient work and co-operation. He declared if one-third of the great qualities brought out by the war were consecrated to peace for four years the people would not know this world.

He appealed to the people not to quake or quarrel before smaller obstacles after overcoming the gigantic one. Current difficulties were great but only secondary to the difficulties of war. He emphasized the necessity of displaying a spirit of fairplay. The League of Nations was an organised attempt to substitute fairplay for force. The world had not yet settled down. In half Europe, and nearly half of Asia you heard the tramp of armed men marching to the slaughter of their fellowmen. The world's frenzy of anger and blood had not yet exhausted itself. He feared that this welter of warring peoples would continue unless a strong head like that of a federated power of nations of the world insisted on peace from ocean to ocean.

The exercise of fair play also demanded that capital should see what was a fair price which would enable a workman to bring up a family as worthy citizens. Combinations of workers should not use their power unfairly. It was insufficient to say we had won war; we wanted to reclaim the wildernesses of the world, clear the jungles and redress wrongs. That was due to the immortal dead who died for the redemption of the world. (Loud cheers).

### THE NEAR EAST.

London, Sept. 17.

The "Temps" says Mr. Lloyd George and M. Clemenceau have agreed that British troops on Nov. 1, shall evacuate all territories north of the provisional frontier between Syria and Palestine. The Peace Conference will adjust the frontier later. Apparently the Mosul district is not comprised in the region where Great Britain will cease to exercise responsibility. The departure of British troops shall not entail French occupation in Damascus, Hama, Homs and Aleppo which are in the zone considered as a possible Arab state or a confederation of states in the 1918 agreement. Nevertheless Arab power here must henceforth depend on French counsel and support. The French will be the allies of the British in the East.

### THE PREMIER AND RUSSIA.

Paris, Sept. 17.

The American Delegates refuse interviews regarding the statements of the American journalist Mr. Bullitt before the American Senate Foreign Relations Committee telling of private conversations he had with Mr. Lloyd George in Paris after returning from Moscow. Mr. Bullitt alleged the Premier was then prepared to consider a peace offer from Lenin. The American delegates deprecate importance being attached to quotations or misquotations of private conversations of plenipotentiaries in Paris when the Peace Treaty was in a liquid state. Mr. Lloyd George characterises Mr. Bullitt's statements as grotesquely inaccurate.

### ROMANIAN OIL FIELD.

London, Sept. 17.

The "Daily Mail" correspondent at Berlin says the "Frankfurter Zeitung" says the Rumanian Government has leased the great state petroleum district to the Standard Oil Company.

### THE BULGARIAN TREATY.

Paris, Sept. 18.

The Supreme Council has adopted the Bulgarian draft treaty which will be handed to the Bulgarian delegates at Quai D'Orsay on the morning of Sept. 19.

### CAMBRIDGE UNIVERSITY CHANCELLORSHIP.

London, Sept. 17.

It is understood that Mr. Balfour will be nominated as Chancellor of the Cambridge University in succession to the late Lord Rayleigh.

### THE GERMAN GOVERNMENT.

Berlin, Sept. 17.

The "Frankfurter Zeitung" reports the German Government has decided to accept the Supreme Council's demand regarding Article 61.

## TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 48/11 13/16.

## HONGKONG TRADE.

### CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and fancy cotton goods.—Our market is dull and no new transactions have been effected during the interval. Exchange has again advanced and, naturally, buyers do not care to contract for goods for distant delivery under the circumstances.

Cotton Yarn.—At the commencement of the fortnight some importers forced down prices by \$5 to \$6 per bale for the lower counts, but latterly, in sympathy with a good demand from the North, values have more than recovered. A moderate business has been transacted here. The higher counts have remained very steady and in some cases show slight advances. Quotations are:—No. 10s at \$320/250. No. 12s at \$235/255. No. 16s at \$280/310. No. 20s at \$315/345. Arrivals 5,500 bales. Sales 4,000 bales. Shipments 500 bales. Unsold 3,000 bales. Bargains 20,000 bales.

Raw Cotton.—Market has somewhat eased off again and following are nominal quotations:—Indian grades \$41/54 per picul. Chinese grades \$44/56 per picul.

Woolens.—Market dull. Flour market report:—Stock: About 300,000 sacks. Quotations:—American Patent, \$3.90 per sack; Shanghai Flour No. 1, \$3.00 per sack; Australian No. 1, \$3.15 per sack; Australian No. 2, \$3.90 per sack.

Metals.—Metals generally dull. Few sales reported. Galvanised wire, 13/17 gauge and 18/22 gauge to arrive. 13/17—\$10.70, 18/22—\$13.50.

Sugar.—Market steady.

## DAY BY DAY.

The September number of the *Religio e Patria* says that Dr. Antonio Simplicio Gomes has just given a generous donation of \$500 to the "Associação Portuguesa de Socorros Mutuos."

Mr. Leigh C. Winters, of the International Savings Society, accompanied by Mrs. Winters, is at present in the Colony on a short business trip. Mr. Winters, who is a native of Canton, before proceeding North again.

A Chinese was to-day charged with having in his possession 800 rounds of ammunition. Mr. A. E. Hall appeared for the defendant, and pleaded guilty. Defendant said that he had gone to a friend's house, when his friend asked him to help him to carry the ammunition to another man's house. When stopped by the police, his friend ran away, and dropped 250 rounds of ammunition. Mr. R.E. Lindell fined the man \$750, or six months' hard labour.

Mohamed Cassim, who was charged with stealing a bicycle, was to-day sentenced to four weeks' hard labour. Inspector Kent stated that defendant had given a different story to the C.S.P. He said he was taken back to Penang, but preferred to come to Hongkong to search for a job. The man had been sent to the Harbour Master and the latter had suggested that he could be sent away as an assisted emigrant. The Police requested Mr. R.E. Lindell to assist the man from the Poor Box. The cost of a passage would be \$5.

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## SEEING THE WORLD FOR NOTHING.

WHAT THE WAR HAS DONE.

"Ex-Regular" writes in the Daily Mail as follows:-The majority of line regiments consist of two battalions each; one is retained for home service and the other sent abroad. Each battalion has to serve an allotted number of years over-seas, and then comes back and is relieved by the home battalion.

When war broke out every single Regular battalion, with—1 think—two exceptions, was brought back, and Territorial troops were sent out to garrison our Dominions. Many of the battalions thus brought back had completed only a few years of their term of foreign service.

These battalions, therefore, will go again now that the war is over. But where a battalion brought home for the war had only a year, or perhaps two, left to serve abroad, the remaining period of foreign service will be cancelled and the battalion previously serving at home will go abroad. This will save the unnecessary expense of sending out and relieving again regiments which have only a year or two left to serve abroad.

There is a roster of foreign stations which are usually taken in sequence. Thus one route might be Gibraltar—West Indies—South Africa—China—India—Aden—home. Another Malta—Egypt—Singapore—India and home. The writer, who has had some experience of many of our foreign stations, only regrets at this moment that he is not to be among those who will go trooping this autumn.

For a young man there is no comparison between serving abroad and serving at home. Our vast Colonial Empire provides for our officers and men a unique opportunity of seeing the world at no cost to themselves—of sport, big-game shooting, and acquaintance with foreign races, which will be something to look back upon in the years to come.

When a battalion goes abroad or moves from one station to another it moves as a family. The colonel and his lady, the majors and their ladies, the cats, and dogs, and children, and all the household goods of the battalion down to the drummer boy's pet monkey are all collected on board a troopship and away they go. The voyage is not always one of complete tranquillity, as it is a well-known fact that even the happiest of families are apt to differ when they travel. Some officers send their wives and children by mail steamer, but this entails an extra expense which they have to face themselves.

Before the war married officers were as a rule anxious not to serve abroad. But, with changed conditions, not only the officers but their wives may be only too delighted to have the opportunity of going to India, South Africa, or Egypt. From a woman's point of view the servant problem—which has reached in many households in England to-day a point capable of only one solution—is solved very simply in Egypt or India, where excellent servants abound in any number. In the Chinese "boy" is probably the best servant in the world.

Then the cost of housekeeping is less, in most of our foreign stations than it is at home to-day. Lastly, as she basks in the warm sun of India or Egypt, Mrs. "Captain" Jones can read with equanimity in the British paper of the increased price of coal.

MEDAL WHICH CAME TOO LATE. A metal for gallantry and devotion to duty in action, at Thiepval in 1916, was received at the house of John Herbert Fairweather, Bakhurst-road, Forest Gate, the day after he died from injuries received in an accident. Fairweather was a carman, on whom an inquest was held at the London Hospital recently. He died through falling while getting into the seat of his vehicle.

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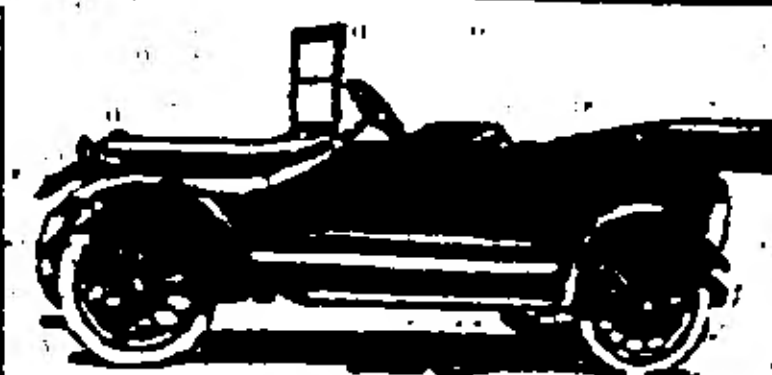
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## THE WAR MADE BRITAIN POOR?

## A REPLY TO PESSIMISTS.

Has the war really reduced us to poverty? asks Sir Leo Murray in the *Weekly Dispatch*.

"If we have regard merely to monetary valuation, then the answer is perfectly plain. The monetary valuation of the material wealth of the United Kingdom at this moment is much greater than it was when the war broke out. It is at least £5,000,000,000 greater."

"But that is a deceptive test, because values have risen and because the aggregates of the individual possessions of British citizens take into account the National Debt which represents not material wealth but a lien upon the work of the nation possessed by some of its citizens."

"Is the nation, as a going concern, intrinsically as good and as valuable as it was when the war broke out?"

"The answer to this question is that, taken as a whole, the nation is now a better working unit than it was in August, 1914."

"There have been losses, as in ships and as in the deterioration of great services through lack of labour and materials during the war. Our railways, tramways, houses, and so forth, are not in as good repair as they would have been if there had been no war. But against this has to be put the fact that during the war a very large number of engineering, chemical, and manufacturing establishments were greatly enlarged and a very large number of new factories were built."

"And it was not merely that new factories were built. New and important industries were established, and a number of infant industries were developed into first-class economic factors. Old industries, such as the iron and steel trade, were very greatly enlarged. Our steel capacity was increased by 50 per cent., our by-products have even increased by thousands."

## CHEMICAL TRADE.

"In the chemical trade a splendid world was accomplished. We end the war incomparably better fitted to compete in the chemical world than when we began it. Or turn to a different branch of manufacture—to oils and margarine. When the war broke out we imported one half of the margarine we needed. During the war we have so greatly enlarged our oil plant that we can produce all the oil needed for margarine, and we have so increased our margarine plant that we can make enough margarine to supply the whole of our home population, with a big surplus for export."

"As to our engineering trades, during the war we manufactured and imported such a great quantity of first-class machine tools that at the present moment our engineering plant completely eclipses that which we possessed when the war commenced."

"Can this better wealth-producing instrument function in this new world of after-the war? Is our Professor of Anatomy justified in accusing our workers of throwing strain upon our exports through high wages?"

"There are three practical answers."

## EXPORTS DOING WELL.

"The first is that, in the circumstances, our exports are doing remarkably well. The Board of Trade returns show that our exports rose to over £84,000,000 in the month of May. High prices helped to swell this figure, but when all allowance is made for that fact it is not a little remarkable that within six months of the end of a war which lasted for four years, and when all war exports had stopped, our exports were worth £84,000,000 in a single month."

"The second is that all experience shows that high-wage countries, and not low wage countries are the chief exporters of the world."

"The third point is that the rise in wages and in the standard of living is a universal symptom throughout the world, and that it is folly to suggest that a rise in wages here will put us out of the running when the United States pays much higher wages than we do."

"The general truth about the future of our export trade is that the world will shortly advance to new and much higher standards of consumption. The trade and production figures of the past will be completely eclipsed in the course of the next ten years. In the new world of enlarged production, of superior economy, and of higher social standards there will be plenty of room for all competitors."

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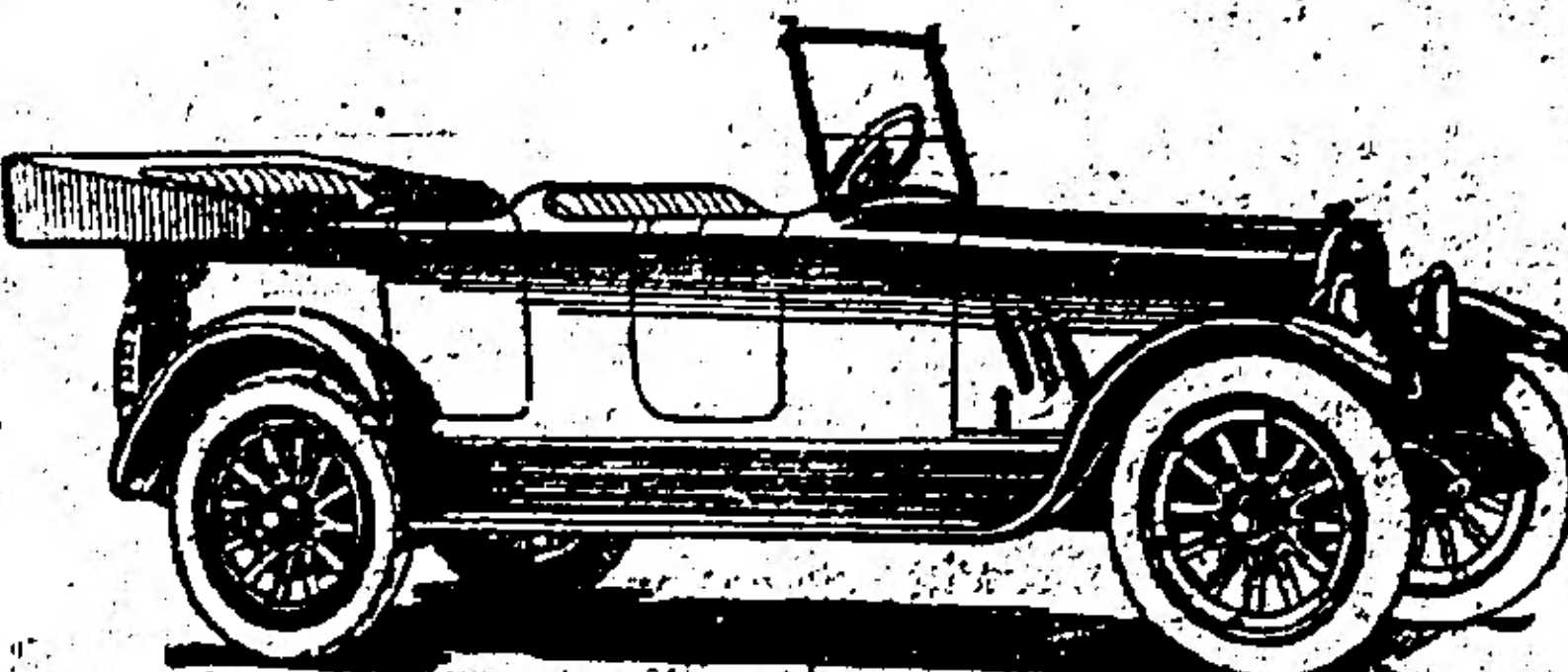
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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.) The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

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Office address: 11, Ice House Street.

## The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 20, 1919.

### AMERICA AND THE SHANTUNG PROBLEM.

The United States is thoroughly analysing the Peace Treaty, especially in regard to the clauses which affect the future disposition of Shantung. One of the reasons why many Americans approve of reservations being made before the Treaty is ratified is the objection which they feel to these particular clauses, which they regard as taking away from China something which is really hers. President Wilson, however, has told the objectors that they have to take the Treaty as it stands or leave it. The latest report to hand in connection with the Shantung clauses is that the United States has asked Japan to fix a date for the return of Kiauchau to China, and although at the time of writing there is no official confirmation of this statement, it is believed to be a correct reflection of the facts. If that is so, it will be interesting to learn what the Japanese reply will be.

Japan has made many promises that she will return the Shantung territory to China, and on that point President Wilson has recently made a pointed appeal to his fellow-countrymen not to commit the folly of allowing the Treaty to fall through, arguing that if a policy of "scuttle and run" is followed there will be no hold at all on Japan to make her carry out her undertakings. Such a policy, he says, would not be real friendship to China. How he delivered less than a fortnight ago at Indianapolis. He said that when the Peace Conference came to the settlement of the Shantung question, it was found that Britain and France were under specific Treaty obligations to Japan in the matter, and the most that could be done in the circumstances was to urge upon the Japanese representatives a realisation of the fatal policy of taking advantage of this portion of the Treaty and to ask Japan to return to China, without qualifications, the sovereignty which Germany enjoyed in Shantung. Such assurances were given, says President Wilson, and he believes that they will be fulfilled in good faith. But he makes one further point, and that is that the Covenant of the League of Nations, which is included in the Peace Treaty, provides that no secret Treaty shall be valid, and thus he evidently arrives at the conclusion that when the Peace Treaty is ratified, the arrangement which Japan made with Britain and France will come to an end. That is a new way of looking at the matter, and if President Wilson is right in what he contends, we cannot see what objections the American people can have to ratifying the peace terms.

If, however, sincere faith is reposed in Japan's promises to return the territory to China, and if the sub-arrangement came to by Britain, France, and Japan is to be nullified on the ratification of the Peace Treaty, why is it that America approaches Japan with a request that she should fix a date for the retrocession of the territory? It looks as though on such assurances as have been given we must greatly rely upon. Be that as it may, Japan will soon have to disclose her real intentions in the matter, and when she does that, we shall be in a better position to judge the future possibilities. The issue is one of great importance. Much may hang upon it. What is needed to clear the whole matter up is a definite, authoritative statement by the Japanese Government, and a promise to abide by such statement. All this "vague talk about future intentions" is only a marking-time dodge.

### NOTES & COMMENTS.

#### MAKING NIGHT HORRORS.

The correspondent who was good enough to send in a few comments for inclusion in yesterday's Kowloon Notes regarding the "night music" with which most residents on the peninsula are all too familiar, performed a public service, because it is only by constant pegging away on matters of this kind that the authorities will take notice of complaints. The evil is most obvious in those areas occupied by, and contiguous to, flats. Of course, residents always have the law, which they can put into operation by summoning these disturbers of the peace, but nobody relishes the job of hunting out the sinners. Perhaps, as a first step, it would not be a bad idea for the Police to circulate notifications to dwellers in flats drawing attention to the requirements of the law, and emphasising that the making of noises likely to cause annoyance to neighbours, after, say 11 p.m., is an offence. That might bring some of these din-creators to their senses. We realise that it would be utterly unreasonable to expect deathly silence between the hours of sunset and 6 a.m., but surely it is not asking too much that these very unmusical outbursts shall cease after eleven o'clock. By that time, most respectable folk like to be abed. The others, if they wish to remain up, ought to find all the amusement they require in cards, ping-pong or "hunt the slipper."

#### BAND CONCERTS.

The band concert given by the musicians from the U.S. cruiser Brooklyn on Thursday evening was immensely enjoyed by the public, who are very grateful to our American friends for the kindly thought which prompted them to supply such a rare treat. But the function would have been far more greatly enjoyed had there been seating accommodation for all who attended. It would then have been possible to get nearer to the bandmen, besides making things far more comfortable for the hearers all round. However, Rome was not built in a day, and these little details can be improved upon as time goes on. For the comfort of a seat, no-one would mind paying a nominal charge. We are hoping that when the new Regiment arrives here—it is said to possess a very fine band—concerts of this type may become a weekly occurrence. The worst of it is that we are getting towards the end of the hot weather; still, Sunday afternoon outdoor concerts would be possible for quite a long time yet. More than that, what is there against indoor concerts once a week, between the tea and dinner hours? For a time we should have to be dependent on the military if these things are to be. But one day we may get that City Band for which the Telegraph has pleaded for many a long day. Then things will be different.

#### SYRIA IN THE MELTING POT.

The Syrian question is again assuming prominence in diplomatic circles. France has pinned her desire on securing the mandate for this country and she is determined not to be ousted by the other Allies. France has some claim in Syria, but not the whole of Syria. When the American Syrian Commission report recently recommended that the United States should accept the mandates for Turkey, Syria and Mesopotamia, the French kicked against Syria being entrusted to the charge of the Americans. The French submitted, as a grievance, that the American Commission passed rapidly through districts where the French sentiment is strong, and hence the Commission were not submitting the correct sentiments of the inhabitants in the matter. Since then the French and British Cabinets have been discussing the matter and occasionally Reuter and Havas splash out on the subject. A Havas Agency message yesterday stated that French troops will take the place of British soldiers stationed at present in Syria. There already appears a sort of silent understanding in the matter, namely, that Syria will go to France. But how much of it will go to her is not vouchsafed. We had a cable some time ago in which Reuter followed up that the "Syrians were agitating that Palestine should be embodied in Syria. The Syrian question is going to be a complex one at the Peace table for a number of international questions will have to be settled before it can be decided whether France is to obtain the mandate.

### DAY BY DAY.

#### WITHIN YOURSELF LIES THE CAUSE OF WHATEVER ENTERS INTO YOUR LIFE.

It is notified that Mr. James Francis Brumby has been provisionally registered as a chemist and Druggist in Hongkong.

The wedding is shortly to take place of Mr. William Blakestone Conyers Hind, solicitor, and Miss Millicent Catherine Peel Miller.

The s.s. Japan arrived here yesterday from Calcutta and the Straits with 951 saloon and steerage passengers and 1,900 tons of general cargo.

New Kowloon Inland Lot No. 218 is to be sold by auction at the P.W.D. offices on Monday. It contains 4,000 square feet, and the upset price is \$200.

The total output of the Kailan Mining Administration's mines, for the week ending 6th Sept., amounted to 61,055 tons, and the sales during the period to 71,846 tons.

It is notified that on and after the 1st of October, 1919, the Union Rate of Postage will be charged on all letters and postcards sent from Hongkong to all places in Sinkiang, Mongolia, and Tibet.

It is ordered that a valuation of the tenements in the Colony for the year commencing 1st July, 1920, shall be made before the 30th day of April, 1920, or as soon thereafter as may be.

Lieut.-Col. and Brevet-Colonel L. Humphrey, C.M.G., R.A.M.C., has been appointed a Member of the Sanitary Board and the Medical Board during the absence of Col. Crisp.

A despatch from the Secretary of State notifies that it is no longer necessary to prohibit the exportation of the following articles from Hongkong—Copper, copper ore, lead, lead ore, spelter, zinc ore and concentrates.

It is notified that at the expiration of three months the Lear Steamship Company, Limited, will, unless cause is shown to the contrary, be struck off the Register, and the Company will be dissolved.

The Government notification providing that bona fide travellers may take out of the Colony silver subsidiary coin of the total face value of \$1 has been cancelled. A new order fixes the amount at not more than \$3.

The Offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on Public and General Holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon. The Long Vacation commences on the 20th instant and terminates on the 17th October, 1919, (both days inclusive).

A very fine programme is being shown from to-night at the Victoria Theatre. The new episodes of "The Lightning Raider" are just as engrossing as their predecessors and a very funny Harold Lloyd comedy "Look Out Below" will also be screened. Altogether the bill is varied and interesting. This afternoon the fifth and sixth episodes of "The Lightning Raider" will be shown.

#### BURIED WHEN WICKETS WERE PITCHED.

R. G. Barlow, the famous Lancashire and all-England cricketer, who was prominent in the national game for 45 years, was buried at Blackpool recently. In accordance to his wishes, the funeral took place at the time at which county cricket wickets are usually pitched. Years ago he made detailed arrangements for his funeral and for the erection of a gravestone with the representation of a cricket ball and a set of wickets, the middle of which was to be shown as having been bowled over.

### 1894.

#### HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending September 14, 1894.)

#### THE DOLLAR.

September 15.—The rate of the Dollar, on demand, to-day is 2s. 3½d.

#### WHITE GLOVES.

September 17.—Acting Chief Justice Acroyd will just miss the white gloves, at the September Criminal Sessions to-morrow, by one act—a larceny business that the Magistrate might have decided summarily. But to give His Honour a chance, the Telegraph will be glad to bet the gay old warrior a dozen of Seides (size 7½) that it knocks J. H. D. out in the forthcoming match in the Happy Valley.

#### AFTER THE PLAGUE.

September 18.—For the first time since the outbreak of the plague in Hongkong, over four months ago a French Mail steamer, the *Yarra* to wit, entered the Harbour and made fast to the Company's buoy, this morning.

#### CHINA AND JAPAN.

September 19.—The next meeting of members of the "Old Volumes" Society will be held at the Mount Austin Hotel, on Friday the 21st inst., at 9.15 p.m. The subject for discussion (as a sequel to the debate on the "China-Japan war") will be—"Should foreign Powers interfere?" His Excellency, Sir William Robinson, will preside.

#### A "QUID PRO QUO."

September 20.—Three thousand pounds sterling is the sum, which we believe at present Messrs. Butterfield and Swire, the local agents for the Scottish Oriental Steamship Company, have demanded as a *quid pro quo* for the services rendered to the German steamer *Elo* (Messrs. Weiler and Co. Agents) by the "Phra Chom Klao" which, as reported in these columns on the 15th inst., she towed into port, disabled and with Chinese passengers on board who had taken passage in the German vessel from Saigon to Hongkong.

#### SUBSCRIPTION GRIFINS.

September 21.—A meeting of members of the Hongkong Jockey Club subscribers for Subscription griffins was held at the Hongkong Hotel, this afternoon. The Hon. Mr. J. J. Keswick presided and after the acting Clerk of the Course, Mr. Hart Buck, had read a statement that no mob of ponies could possibly be got from Tien-tsin at present, it was proposed by Mr. Fraser Smith, seconded by Mr. J. D. Humphreys and carried unanimously, that the conditions offered by the Shanghai Horse Bazaar be accepted and the interests of the subscribers be left to the Friendship and good feeling of the managers of the Company.

#### JOCK KENNEDY'S "COO."

September 21.—An intellectual correspondent who says he belongs to the Public Works Department, sends us a yarn commencing with the interesting but somewhat mildewed information that "Jock Kennedy's coo calved a cuddy." We are always indebted to obliging correspondents for items of news and for classical quotations like the foregoing, but we are not quite sure that we can afford the risk of meeting Mr. Kennedy in deadly combat. "Jock" has weight on his side and although we might, by dancing the Hualchan with variations, fire the old warrior out until we could swing the deadly right on the proper spot, there is a chance that the veteran might land a straight one on the os frontis which—ah! well, we won't publish anything about Kennedy's coo calving a cuddy which—champing pastoral is, after all, only a second class plagiarism from the old Scottish drama "Gilderoy." Will the P.W.D. man come up and have a "smile" at 12 a.m. to-morrow? He will be welcome.

#### LAIRY-FARMING FOR SOLDIERS.

A recent booklet issued by the Board of Agriculture, entitled "Dairy-Farming Under Small-Holding Conditions," has been specially prepared for ex-Servicemen, but it will also be found useful by other well-to-do smallholders. It deals with such questions as the choice of a holding and the different systems of dairy-farming. It also discusses the relative advantage of milk-selling, cheese-making, and butter-making, and gives detailed instructions for making cheese and butter.

### POLICE RESERVE.

#### FAREWELL PARADE.

The Hongkong Police Reserve, after over four years useful service, are about to be disbanded, and yesterday they paraded in full force, while His Excellency the Officer Administering the Government, Hon. Mr. Cland Teyens, C.M.G., thanked them for their work and bade them fare well.

The parade was held in the compound of Central Police Station, which was congested with specials and spectators. The parade included Mr. Justice Melbourne. The Reserve assembled in full strength, a pleasing array in their white summer uniforms. The British, Portuguese, Chinese, Indian and Mounted Sections, the Band and the Buglers and Drummers were all well represented, the Staff forming a group apart.

His Excellency was accompanied by his aide-de-camp, Lt. Mc Connell, Surgeon Superintendent Jordan and Assistant Surgeon Superintendent Lindsay Woods, and was met at the entrance by Hon. Mr. E. D. C. Wolfe, C.S.P., Mr. C. G. Furdus acting D.S.P., and Mr. J. W. Franks, acting D.S.P. The Band played a portion of the National Anthem, after which His Excellency addressed the Corps from a temporary platform near the C.S.P.'s Office. He said:

Members of the Hongkong Police Reserve. It had been my intention, when asking for this parade to-day, to use the occasion for presenting to every member of the Police Reserve a certificate headed "The Great War 1914-1918," setting forth the objects for which the Police Reserve was formed, the period during which the particular recipient of the certificate had served and a short statement of his services. Each certificate will be signed by me, by the Captain Superintendent of Police and, I hope, on his return to the Colony, by Mr. Jenkin, who was instrumental in organising and for so long a period commanded, the Police Reserve. The reason why the certificates are not being given away today is that we felt it would be more convenient to let Mr. Jenkin sign them before they were presented. They will therefore eventually be presented in quite an informal way and you must take this occasion as equivalent to the formal presentation. I need not say again at any length how grateful the Government of the Colony is to the members of the Police Reserve for all they have done during the years they have been enrolled. We really could not have got on without that help and, as I have said before, and as the late Governor has told you, your work enabled a large number of the regular Police Force to be released for active service. Now your work under the Ordinance has been completed and from to-morrow there will be a proclamation cancelling the proclamation of 3rd September 1915, under which a Police Reserve was created, and the proclamation of the 14th September 1917, under which the members of the Police Reserve were called up for active service. I need say no more now than to what means practically on behalf of the Government, say farewell to the Police Reserve, and it will be always a great help to the Government to think that if the necessity should arise, there is in Hongkong a large body of men trained in police duties upon whom the Government hopes it will not have to call in vain in an emergency. Members of the Police Reserve, on behalf of the Government I wish you farewell, and that the years of work you have done will always be a pleasant memory to each one of you.

The Reserve then formed up and marched down to Statue Square, a big crowd watching them pass. Assembling the staff the acting D.S.P. said to them: Officers, just before I dismiss you I should like to say that this is probably our last parade and I am very pleased to see that it is one of the best, a very fine parade indeed. I congratulate everybody on it. I am very pleased indeed to see so many.

At the invitation of Surgeon Superintendent Jordan, the officers saluted their acting chief and the parade was then dismissed.

#### TO-DAY'S PROCLAMATION.

A Proclamation issued by H. E. the Officer Administering the Government states—  
The Proclamation of the late Governor, Sir Frederick Murray, G.C.M.G., of the 14th day of September, 1915, appointing the members of the Special Police Reserve as Special Constables and of the 14th day of September, 1917, calling the Hongkong Police Reserve out for service are both of them hereby cancelled with effect from the 21st day of September, 1919.

### MISCELLANY.

There is something strangely comforting in travelling by rail and ship without having paid for one's ticket, and without without fear of "forty shillings and costs" for so doing. Our despatch carriers commonly and falsely known as "King's Messengers," have done more joy-riding subject always to submarine menace, than most, and the record is probably held by Colonel "Charlie" Burn. During the war he was sent four times to Egypt, thrice to the Dardanelles, nine times to the Italian front, three times to the Russian front, and he crossed the English Channel on three hundred and ninety-two occasions.

Like us mortals, big steel bridges feel the change in the weather, and must be built to withstand them or perish. In the heat of summer a bridge is appreciably longer than it is in winter, and at various times of the year it may be longer on one side than on the other; as when a hot sun plays on one flank, and a cold wind impinges on the other. The "breathing apparatus" of a bridge consists of rollers under the feet at one end, so that the end can move to and fro freely according to the expansion and contraction of the huge girders. Provision is made in the case of the Forth Bridge for as much as two feet of "breathing" of the immense cantilevers.

Accidents will happen, even in the best regulated race meetings. One of the most curious incidents in the history of the Post occurred at Goodwood a century ago. The judge was so intent on watching the struggle between two of the leading horses, racing neck and neck for home, that he quite failed to see another slipping ahead on the other side of the track. It shot past the post in front of the other two, but the judge sent up the number of the second horse as the winner. So the Duke of Richmond's Dandizette was misplaced in a race she won by three lengths! The Duke refused to appeal, remarking calmly to the repentant judge, "Never mind. I always heard that justice was blind. Now I know it."

So say the agricultural experts. No longer will the poet be able to sing of the beauties of England's lanes and hedgerows. They were all right in the days of the pack-horse and reaping sickle, but in these days of motor tractors they must be abolished in order that fields may be extended and the ground put to better use. A recent estimate shows that throughout the British Isles hedgerows occupy some 500,000 acres. If half the acreage now occupied by redundant hedgerows in England and Wales were sown with wheat, "points" out Mr. Bernard M. Wale in the Journal of the Board of Agriculture, there would be a yield "sufficient to provide bread for over 1,000,000 people for a whole year." In Devonshire alone, for instance, if hedges forming enclosures less than ten acres were thrown down, 24,000 acres would at once be added to the cropping capacity of the county.

The question of dinner, which seems to bulk so largely in the origin of the Centre party, is one by no means to be lightly dismissed. Dinner has played a great part in our politics, as in all English affairs. It played a leading part in the career of the original Cabel, and it was at Cabinet dinners that much of the business of the country was arranged down to quite recent times. It was at these dinners that poor Lord Grey used to be favoured with views of his intractable son-in-law and colleagues, till he broke out at last with the cry that he would rather work in a mine than be exposed to such treatment. And it was after a Cabinet dinner that Melbourne coined that immortal rule of Cabinet government—a little overlooked nowadays—nowadays, "I don't matter what we say as long as we all say the same thing." It was dinner, which nearly created a Conservative revolt against Disraeli when he dared to reprimand junior members of the Government for being absent from a division. Parliament has even considered one of the most looking back from the time of old age. The truth is, there were a dining party and our attendances at the House of Commons have been steadily increasing since the time of the late Lord Grey.



**MERCURY GARAGE CO.**

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**TELEPHONE 977.**

# TYRANTS AND TRAITORS.

## THE SUFFERING OF THE WEAK.

Harold Begbie writes in the *Daily Chronicle* thus—

A fairly intimate acquaintance with the chief industrial centres of Great Britain convinces me that the number of revolutionists in these islands is very small.

But I am also convinced that the apathy of the multitude is so considerable that even a smaller body of determined revolutionists might be able to bring about, if only for a brief time, such an upheaval in the industrial world as would almost amount to anarchy.

No builder in this country can say at present: "I will build a certain type of vessel for 'so much.' Fluctuations in the prices of raw materials and the cost of labour make that impossible.

Prior to the war, writes our northern shipping correspondent, the average cost of a cargo tramp steamer was somewhere between £5 and £6 per ton, whereas at present it works out at between £25 and £30 per ton. The present system is to construct a vessel on terms that assure the builders a certain percentage of profit. As a rule, 10 per cent., and the purchaser does not know what his ship will cost him until the whole is completed and the final expenses are reckoned up.

Obviously, these conditions cannot continue, and very soon those who require ships will not be in such an urgent need for new tonnage as to concede the builders what is nothing more or less than carte blanche with their orders.

Looking abroad, we find that labour is cheaper in Japan than in this country, and that our Eastern rivals are rapidly extending their facilities for output; so that they may ultimately prove a serious menace to this country's success in the market.

Scarcely a day goes by but brings me letters from unknown correspondents in different parts of England, suggesting that I should bring before the working classes of the country the sufferings of the writers, many of whom belong to the working classes, and all of whom are certainly in poorer circumstances than those enjoyed at the present time by a first-class mechanic.

These correspondents are either women or old men who have done their duty to the family and the State, and are now struggling, before they go hence, to keep head above water on their poor savings or their little pensions. They have no means whatever of adding to their incomes. The day has gone by when they could earn money. In many cases the day has gone by when they could even wait upon themselves.

### THE PEOPLE WHO ARE HIT.

In one case recently brought to my knowledge, a girl handsomely employed in London and with excellent prospects before her, has been obliged to give up her wages, and sacrifice her career, in order to return to the country and there wait upon an invalid mother, who, up to this point, has been nobly struggling to support herself and a blind sister on the scrapings of a lifetime, but has now fallen into so great a state of weakness that she is physically helpless.

There are number of such people as these in Great Britain; and numbers of others who through no fault of their own and no fault of the community, are able to earn only a very small wage; and numbers of others who, having faithfully served the State in various parts of the Empire, suffering in their absence from home a poignant separation from their children, are now living on the fixed income of a pension only adequate to their circumstances when times are normal.

To all these people every strike which seriously affects the cost of commodities is a disaster of great magnitude. But if strikes are to be prolonged, and British industry is to be held up for the

sake of the vanity of a few immoral revolutionists, all these good and honourable people will be plunged into ruin.

### SO-CALLED "WAGE SLAVES."

The revolutionist is fond of describing the employer as a tyrant. He likes to call the workman a "wage-slave," although he knows very well that these "wages slaves," are absolutely free to exchange one employer for another, one district of the country for another, and even the country itself for any other part of the world.

The clerk in the Civil Service is, of course, less free than the workman; and under any conceivable form of Socialism the workman could not possibly enjoy the same degree of freedom which now exists under the present conditions of individualism. He is not a "wage slave," and if one of his masters should be tyrannical he can throw up his service and go to another employer. But the workman himself, if he much longer permits the revolutionist to direct his conscience, will come to be the greatest tyrant who has ever existed in the history of man.

There is no human action can be separated from moral considerations, and industry is perhaps more closely interwoven with ethics than any other factor in the national life.

Every workman is either a good or a bad servant of the State. If he does his best at his work, if in all his actions and decisions he is mindful of other people, if he is unselfish and temperate, a wise parent, and a peaceful citizen, then he is a good servant of the State; but if he does not work as well as he might work, if he is careless as to the welfare of other members of the community, if he does not exercise his brain and his conscience in deciding all political and industrial questions, then he is a bad citizen; and indignant eloquence on the subject of his "rights" is so much disgusting hypocrisy.

### COWARDLY ACTION.

Does the workman realise that the present extremists in the trade union movement are fast making him both a tyrant and traitor?

Does he realise that to withhold his labour at a time when great masses of the world are suffering from something in the nature of famine is the cowardly action of a tyrant?

And does he realise that to hold up the industries of this country when Great Britain is staggering under a most appalling burden of debt is the action of a traitor?

There are, of course, a number of revolutionists who have banished morality from their thinking, and who even go so far as to express contempt for England in the high excitement of an economic cosmopolitanism. I have met a few of these people; I have been amused by their inordinate vanity and their inexhaustible ignorance; and I know one or two of them, very active just now in striving secretly to foment a revolution, to be rather trivial cowards, threatening all sorts of terrors at one moment and running away directly those they would intimidate stand up to them.

It is surely impossible to believe that men so contemptible and so ridiculous and so immoral will be able to demolish the happy, cheerful, sporting, and just-minded working men of these islands, who have shown all the other nations of the world that real revolutions can be brought about without violence, and that changes affecting the whole field of industrial and political life can be created by constitutional means.

### THE ONE DANGER.

The one danger lies in the apathy of the working classes. A few wicked egoists in Yorkshire and elsewhere are striving in secret, and behind various cloaks, to overturn the whole fabric of British life. Their intention is war. The Government will, of course, prepare for this war; if

## COMPANY REPORT.

**THE DOUGLAS STEAMSHIP COMPANY, LTD.**

The report for presentation to the shareholders at the thirty-sixth Ordinary General Meeting of the Douglas Steamship Co., Ltd., on Saturday, 27th September, states—

The General Managers beg to submit to the shareholders their report on the thirty-sixth year's working of the Company, ending 30th June, 1919.

After paying all running expenses, docking charges, premia of insurance, bonus to officers of steamers and making provision for the amount due to H. M. Government on the working of steamers under the Hongkong Liper Requisition Scheme, the amount of credit of Profit and Loss account is \$239,322.59, out of which an interim dividend of 6%, absorbing \$60,000, was paid in May last, and subject to the approval of shareholders, it is proposed to appropriate the balance of \$239,322.59, as follows:—

To pay a Final Dividend of 6% (\$3 per share) ... \$ 60,000.00  
To pay a Bonus of 6% (\$3 per share) ... 60,000.00  
To write off from the value of the Company's Steamers and Properties ... 54,322.59  
To place to credit of the Reserve Fund ... 25,000.00  
To place to credit of Underwriting Account ... 40,000.00

\$239,322.59

The S.S. "Haiyang" was released from Government Requisition on 23rd December, 1918, and S.S. "Haining" on 17th February, 1919, both steamers had to undergo an extensive overhaul after their strenuous work of the last 20 months. The S.S. "Hai Hong" and "Haitan" came off Hongkong Government control early this year. The chartered S.S. "Quinnebang" is running satisfactorily.

**CONSULTING COMMITTEE:—**  
The Hon. Mr. David Landale and Mr. A. O. Lang resigned on leaving the Colony and Mr. William Adamson also resigned, their place being filled by Mr. D. G. M. Bernard, Mr. J. W. C. Bonnar and Mr. W. E. Clarke who comprise the Committee and now retire but offer themselves for re-election.

**AUDITORS:—**The Accounts for the year to 31st December, 1918, have been audited by Mr. A. R. Lowe and Mr. C. Bernard Brown and for the second half year to 30th June, 1919, by Mr. E. A. M. Williams and Mr. Frank Maitland. Messrs. Lowe and Brown now retire but offer themselves for re-election.

**DOUGLAS LAPRAIK & CO.,**

General Managers.

## NOTICES.

# DAIRY FARM NEWS.

## FRESH MILK

The value of pure fresh milk as a perfect diet cannot be over-estimated.

Without fresh milk children cannot thrive.

The purity and quality of our milk is guaranteed.

Beware of adulterated and impure milk.

**THE DAIRY FARM, ICE & GOLD STORAGE COMPANY, LIMITED.**

## DO YOU NEED A TYPEWRITER?

IF SO SEE OUR REBUILT

**REMINGTONS AND UNDERWOODS**

WE CAN SAVE YOU MONEY

**THOMAS W. SIMMONS & CO.**

IMPORTERS & EXPORTERS

TOP FLOOR YORK BUILDING

TELEPHONE 2189



**CAL-PA-CO**

## PURE

## MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

## INTERIOR DECORATION

CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE CALIFORNIA PAINT CO.

Sole Agents

**GERIN, DREVARD & CO.**

HOTEL MANSIONS

## WHAT YOU WANT SOMEONE HAS— ADVERTISE IT

IN

## THE HONGKONG TELEGRAPH

THE MOST POPULAR LOCAL NEWSPAPER WITH A

WIDE CIRCULATION.

**ONE CENT PER WORD**

**PER INSERTION**

TWO CENTS IF NOT PREPAID

Try a small advertisement under WANTED, TO LET, LOST FOUND or FOR SALE. You will be astonished at the number of enquiries you will receive.

## SMALL ADVERTISEMENT ORDER FORM.

Please publish the above advertisement.....times, for which I enclose.....	
Name and Address:	

will prepare for it with the approval of the great mass of the nation; and the war, if it comes, will be one of the quickest on record; for there is no doubt that at the threat of real violence all that is most strong, fearless, and patriotic in the British nation will spring to the service of a firm and resolute Government.

But even if the war ended in a week, and even if it at once brought the whole nation back to its authentic sanity, it would be a calamity of the most awful description to many thousands of people, and it would be an everlasting disgrace to England.

### SHAKE OFF THE APATHY.

It is our most pressing duty to prevent this war. It can be prevented in only one way. The working classes must shake off their apathy, they must cultivate a more anxious interest in what

is going on behind the scenes of the Labour movement, and they must insist that the tried and honourable leaders of that movement should take more vigorous action to banish the traitor from all share in the governance of the Labour party.

The average Englishman has no love for the tyrant and the traitor; he would be righteously indignant if he was called either a tyrant or a traitor; but if the English workman will rouse himself to think hard on this question, he will see that the revolutionists are driving him into a corner in which it will be impossible for him to act except as both a tyrant and a traitor.

The fortunes of this great country are not in the hands of any single class, but the little humble domestic fortunes of many thousands of people in this great country are in the hands of the

**HAEMORRHOIDS**  
otherwise Piles, are aggravated by constiveness. In many cases when the constipation is dispelled by Pinkettes the Piles dry up and disappear.



the dainty little gentle-as-nature laxative, also cure Biliousness, sick headaches, torpid liver, foul-smelling breath and skin eruptions. Of chemists or 60 cents a box, from Dr. Williams' Medicine Co., 96 Bechen Road, Shanghai.

in the hands of the working classes. The workman is either putting out his strong hand to help these lame dogs over a very difficult stile, or he is striking them between the eyes with his clenched fist and putting his iron heel on their mouths as they lie helpless in the dust.

## NOTICES.

# THE WELL-DRESSED MAN

WHO KNOWS THE VALUE OF A GOOD APPEARANCE PAYS CAREFUL ATTENTION TO THE QUALITY, CUT AND PRICE OF HIS CLOTHES.

HE APPRECIATES A GOOD TAILOR BECAUSE HIS TASTES ARE UNDERSTOOD.

YOU WILL BE MORE THAN SATISFIED IF YOU GO TO

**J. T. SHAW**

21 HONGKONG HOTEL BUILDINGS.

**Wm. Powell Ltd**  
TELEPHONE 346

## CHANGE OF SEASONS.

NEW STOCKS OF

## "VIVELLA" AND LIGHT-WEIGHT WOOL UNDERWEAR.

UNSHRINKABLE.  
WARMTH WITHOUT WEIGHT.  
BEAUTIFUL  
SOFT NON-IRRITATING GARMENTS.

## CASHMERE SOCKS.

A large consignment just received in PLAIN COLOURS, BLACK, WHITE and FANCY DESIGNS. Price from \$1.00 to \$2.50. SPECIAL VALUE. WEAR GUARANTEED.

## NEW TROPICAL MODELS

# "ESTEY" PIANOS

UNRIVALLED FOR TONE QUALITY & FINISH.

**THE ANDERSON MUSIC CO., LTD.**

16, DES VCEUX ROAD.

TEL 1322.

COPPER QUEEN BELTING

**GERIN, DREVARD & CO.**  
4th Floor Hotel Mansions. Tel 114 and at Canton.

SKOOKUM PACKING

# LE MOS

(Brooks Natural Lemon Squash)

## SIRDIR LIME JUICE

AQUARIUS MINERAL WATERS

SOLE AGENTS

**CALBECK, MACLEOD & CO**

15, Queen's Road, Central



# P. & O. - BRITISH INDIA

AND  
APCAR LINES  
(COMPANIES INCORPORATED IN ENGLAND)  
TO  
STRAITS & BURMA, CEYLON, INDIA, PERSIAN  
GULF, AUSTRALASIA, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA,  
RED SEA, EGYPT, EUROPE, ETC.  
SAILINGS FOR  
LONDON via SINGAPORE, COLOMBO,  
PORT SAID & MARSEILLES.

S.S.	Leave Hong- kong about	Due Marseilles about	Due London about
KHIVA	1st Nov.	3rd Dec.	12th Dec.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DILWARA	5th Oct.	due Bombay about 23rd Oct.	
FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.			
ITOLA	24th Sept.	due Calcutta about 21st Oct.	
FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.			
KHIVA	leave Hongkong about 30th September.	Due Yokohama about 14th October.	

WIRELESS ON ALL STEAMERS.  
For Passage Rates, Handbooks, Freights, etc., apply to  
MACKINNON, MACKENZIE & CO.  
22, Des Voeux Road Central. Agents.

## CP OS

SAILINGS

HONGKONG to VANCOUVER.  
(via Shanghai, Nagasaki (\*Moji) Kobe & Yokohama)

FROM	DUE
STEAMERS. HONGKONG VANCOUVER.	
Empress of Asia ...	Oct. 2 Oct. 20
Empress of Japan ...	Oct. 25 Nov. 16
*Monteagle ...	Oct. 19 Nov. 12
Empress of Russia ...	Oct. 30 Nov. 17
Empress of Asia ...	Nov. 27 Dec. 15
Empress of Japan ...	Dec. 20 Jan. 10
Empress of Russia ...	Dec. 25 Jan. 12

\*EMPRESS OF ASIA, from Hongkong, 7th October, will not call at Shanghai unless Japanese Quarantine Regulations are relaxed in the interim.

Passage Rates Hongkong to United Kingdom.

CLASS	FARE	EXCESS	TOTAL
First Class	150/0	10/0	160/0
Second Class	75/0	5/0	80/0
Third Class	37/6	2/6	40/0

For Particulars regarding passage rates, sailing and other information, apply to  
P. D. SUTHERLAND, General Agent, 42, Des Voeux Road, HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

## PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers  
"ECUADOR," "VENEZUELA" and "COLOMBIA."  
Hongkong to San Francisco,  
via Shanghai, Kobe, Yokohama and HONOLULU.  
THE SUNSHINE BELT.  
The most Comfortable Route to America and Europe.  
Sailings from Hongkong at noon.

S.S. "ECUADOR"	8th October.
S.S. "COLOMBIA"	5th November.
S.S. "VENEZUELA"	

These steamers have the most modern equipment including over-  
head electric fans and electric lighting ALL LOWER DECKS &  
Large Comfortable Staterooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special  
care is given to the cuisine, and the attendance on passengers cannot be surpassed.  
The line is interchangeable with the Toyo Kisen Kaisha, and the Canadian  
Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,  
Apply to— Company's Office in  
Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

## BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Wilks), will leave  
the Young Tai Hing Wharf (Connaught Road West) at 5 p.m.  
on 9th inst. for Wanchow via West River Ports.

This vessel has excellent European accommodation for first  
class passengers, and was built expressly for the West River  
trade, being fitted with electric light and fans and is complete  
with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wanchow  
passengers taking the round-trip will be allowed to remain on  
board the vessel without extra charge.

For freight and passage apply to  
BANKER & CO.  
1st Floor, Hotel Mansions  
Messrs. Thomas Cooks & Sons  
Passenger Agents.

## BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Wilks), will leave  
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BANKER & CO.  
1st Floor, Hotel Mansions  
Messrs. Thomas Cooks & Sons  
Passenger Agents.

## AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.  
ESTABLISHED—1841.

HEAD OFFICE—65, BROADWAY, N.Y. YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

5, Haymarket, S. W.

11, Eldon Street, S. W.

Branches & Agencies throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus,  
American Express Special.

# N. Y. K.

## NIPPON YUSEN KAISHA

(SAILINGS FROM HONGKONG SUBJECT TO ALTERATION)  
SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern  
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.  
\* FUSHIMI MARU ... Monday, 22nd Sept., at 11 a.m.  
(Omitting Manila & Shanghai).  
\* KATORI MARU ... Tuesday, 14th Oct., at 11 a.m.  
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,  
Port Said & Marseilles.  
\* IYO MARU ... Friday, 19th Sept., at Noon.  
\* ATSUTA MARU ... Friday, 3rd Oct., at Noon.  
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.  
TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.  
NIKKO MARU ... Monday, 22nd Oct., at 11 a.m.  
NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San  
Francisco, Panama & Colon.  
SOUTH AMERICAN PORTS via Cape.  
BOMBAY & COLOMBO via Singapore.  
\* HWAHWA ... Tuesday, 23rd Sept.  
\* SHIRYU MARU ... Thursday, 9th Oct.  
CALCUTTA & RANGOON via Singapore & Penang.  
TSURUGA MARU ... Tuesday, 30th Sept.  
JAPAN PORTS—Nagasaki, Kobe & Yokohama.  
NIKKO MARU ... Monday, 22nd Sept., at 11 a.m.  
AKI MARU ... Saturday, 18th Oct., at 11 a.m.  
SHANGHAI, KOBE & YOKOHAMA.  
\* KAGA MARU ... Saturday, 30th Sept., at 11 a.m.  
\* KAIFUKU MARU (Omitting Shanghai) Thursday, 25th Sept.  
\* TENSHIN MARU ... Monday, 29th September.  
\* YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 a.m.  
\* HOSHI MARU ... (Omitting Shanghai) Friday, 3rd Oct.  
EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).  
WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.  
TSUYAMA MARU (Marseilles & Liverpool), Thur., 2nd Oct.  
\* DELAGOA MARU ... Middle of October.  
(London, Antwerp & Rotterdam)  
TOYOOKA MARU ... (Marseilles & Liverpool) End of Oct.  
For further information apply to—NIPPON YUSEN KAISHA.  
Telephone Nos. 292 & 293. S. YASUDA, Manager.

# TOYO KISEN KAISHA.

SAN FRANCISCO LINE  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
FAST AND LUXURIOUS MAIL STEAMERS.  
Sailings from Hongkong—Subject to change without notice.  
From Hongkong  
NIPPON MARU direct to Nagasaki. 25th Sept. "Omitting call at Shanghai."  
TENYO MARU 2nd Oct. (from Yokohama).  
SHIRYU MARU 10th Oct.  
SHIRYU MARU 28th Oct.  
KOREA MARU 10th Nov.  
SOUTH AMERICAN LINE.  
HONGKONG to VALPARAISO via JAPAN, HONOLULU,  
SAN FRANCISCO, SAN PEDRO, SALDO CRUZ,  
BALEAO, CALLAO, ARICA and IQUIQUE.  
THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES  
Steamers.  
SEIYO MARU Leaves Hongkong 4th Nov.  
These are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the P. & O.  
Passengers may travel by rail between ports of call in Japan free of charge.  
For full information as to rates, sailings etc., apply to  
T. DAIGO, Manager  
KING'S BUILDINGS.  
Telephone Nos. 2374 & 2375.

# CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.  
"NANKING" "NILE" "CHINA"  
15,000 tons. 11,000 tons. 10,000 tons.  
SAILINGS FROM HONGKONG FOR  
SAN FRANCISCO  
VIA SHANGHAI, JAPAN PORTS & HONOLULU.  
"NANKING" "NILE" "CHINA"  
Nov. 1st, 1919. Oct. 7th, 1919. Nov. 22nd, 1919.  
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.  
O. H. RITTER, Freight and Passenger Agent,  
Prince's Buildings, Ice House Street. Tel. 1934.

# "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)  
JAPAN, CHINA & STRAITS  
TO  
UNITED KINGDOM AND CONTINENT.  
For LONDON & ANTWERP  
For particulars of sailings shippers are requested to approach  
the undersigned.  
Subject to change without notice.  
THE BANK LINE, LTD.,  
or to REISS & Co. Canton  
Hongkong. 10. Apr. 1917.

## AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.  
ESTABLISHED—1841.

HEAD OFFICE—65, BROADWAY, N.Y. YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

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"NANKING" "NILE" "CHINA"  
15,000 tons. 11,000 tons. 10,000 tons.  
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O. H. RITTER, Freight and Passenger Agent,  
Prince's Buildings, Ice House Street. Tel. 1934.

# SHIPPING NEWS

£52,543 FOR LINERS' HIRE  
Col. Wilson, Secretary to the  
Ministry of Shipping, stated in  
the Commons recently that the  
P. and O. steamship "Macedonia"  
was taken in hand in November  
1918 for partial reconditioning  
and fitting for troops after 4  
years' service as an armed  
merchant cruiser. Owing to  
labour troubles at Newport Docks  
its completion had been postponed  
from time to time. Articles for  
fittings also were not forthcoming,  
and others had to be ordered.  
The date of completion could not  
yet be given. The weekly hire  
amounted to £1,698. The total  
amount paid to the owners since  
November 1918 was £52,543.

MANILA PIERS.  
"There is only one remedy for  
the port congestion and defective  
handling of cargo in Government  
piers, and that is the construction  
of more piers and the remodel-  
ling of those already constructed."  
In these words Collector Aldanese  
of Manila recently explained the  
reason why no better system  
could be devised to better the  
service in the piers with regards  
to the handling of cargo. From  
the explanation of the Insular  
Collector it seems that the present  
piers are of the old and obsolete  
type so that increased volume  
of foreign trade has not  
been met with the desired effi-  
ciency. The piers have to be  
remodelled; the doors made wind-  
er and running; the machinery  
in them has to be changed with  
new and new passages have  
to be opened, if the service is to  
be more efficient. "But all  
these things," the collector said,  
"cannot be made in one day; we  
have obtained the needed appro-  
priations but the work cannot be  
accomplished in a night's time."  
The construction of Pier 7 will  
relieve the situation to a great  
extent but not entirely. Another  
pier must be constructed if the  
trade in the future is to be met  
with an efficient system of hand-  
ling the cargo. "We have already  
the appropriation for a fifth pier  
but this again will require time  
before it is finished," Collector  
Aldanese explained. With regard  
to the possible remedy to the  
situation as requested by the  
Washington authorities in a  
cable addressed to the Insular  
authorities the collector of cus-  
toms sees no possible ones, and for  
this reason he awaits the sugges-  
tions of the shipowners who may  
have thought of some. "In this  
connection," he stated, "I would  
like to state that if any sugges-  
tion is made, due consideration  
will be given to it and, if the sug-  
gestion can really bring about a  
more efficient system we will  
have no objection to its being put  
in operation."

SALE OF GERMAN SHIPS STOPPED.  
Sir Owen Phillips, having put  
down a question in regard to two  
vessels formerly belonging to the  
Hamburg-American Line, name-  
ly, Johann Heinrich Burchard  
and William O. Swald, each of  
20,000 gross register tons, stated  
to have been sold to the Royal  
Holland-Lloyd, Colonel Wilson  
replied in a recent Parliamentary  
Paper as follows:—"The Dutch  
Government have been informed  
that we cannot recognise the re-  
ported sale by Germany of the two  
vessels, and the German Govern-  
ment has been instructed that,  
as these vessels fall within the  
terms of the Armistice, they are  
to be dispatched to a United  
Kingdom port for delivery to  
British management."—The cre-  
dit for the public exposure of the  
transaction now frustrated is due  
to "A Past President" of the  
Chamber of Shipping, who called  
attention in the Times of  
April 22, to the proposed  
sale of the ships to Dutch  
owners. "A Past President"  
pointed out that the Johann  
Heinrich Burchard and the Wil-  
lam O. Swald were launched in  
1914 for the Hamburg-American  
Line's South American service.  
The ground of transfer was stated  
to be the alleged sale of the vessels  
to a Dutch Company during the  
war. From an examination of  
the (Germanischer Lloyd Register  
Book) it appeared that the ships  
were German property up to the  
middle of 1916, the last date at  
which supplements to this register  
were then available. It was there-  
fore obvious, as "A Past Presi-  
dent" declared, that the sale to  
a Dutch company had been made  
with the sole intention of pre-  
venting the splendid liners from  
falling into the hands of the  
Allies. He added that there were  
also rumours with regard to a  
liner then under construction in  
Germany and originally intended  
for the Hamburg-American Tran-  
satlantic passenger trade, being  
sold under similar conditions to a  
Swedish company.

# SHIPPING

## C. N. C.

### CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.  
For Steamers To Sail:  
SWATOW & SINGAPORE ... 21st Sept. at 10 a.m.  
SHANGHAI & TIENTSIN ... 21st Sept. at 4 p.m.  
SWATOW & BANGKOK ... 23rd Sept. at 10 a.m.  
H'HOW PHOI & H'PHONG Kaitong ... 23rd Sept. at 11 a.m.  
SHANGHAI ... 23rd Sept. at noon  
SHANGHAI & STINGTAO ... 25th Sept. at noon  
MANILA, CEBU & ILOILO Taming ... 28th Sept. at d'light  
30th Sept. at 3 p.m.  
SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.  
Excellent Saloon accommodation amidships. Electric Light and  
Fans in Saloon and State-rooms. Regular schedule service between  
Canton, Hongkong and Shanghai (thrice weekly) and Tain-tan  
weekly, taking Cargo on through Bills of Lading to all Yangtze  
and Northern China Ports. Passengers are landed in Shanghai,  
avoiding the inconvenience of transshipment at Woosung.  
BANGKOK LINE.—Weekly service to and from Bangkok via  
Swatow.  
For Freight or Passage apply to  
BUTTERFIELD & SWIRE  
Agents.  
Telephone No. 36.  
Hongkong Sept. 20, 1919.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between  
CHINA and JAPAN.  
Steamers From Expected on or about Will leave on or about For  
Tijaratap ... Japan 28th Sept. 30th Sept. Java  
Tijaratoom ... Shanghai 28th Sept. 1st Oct. Java  
"The steamers are all fitted throughout with electric light and  
have accommodation for a limited number of saloon-passengers.  
All steamers carry a duly qualified surgeon. Cargo taken at  
through rates to all ports in Netherlands-India and Australia."  
For particulars of Freight and Passage, apply to the  
Telephone No. 1574. JAVA-CHINA-JAPAN LIJN.  
York Building.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.  
Regular Service of Fast, High Class Coast Steamers having  
good accommodation for First Class Passengers. Electric Light and  
Fans in state-rooms and Saloon and Excellent Cuisine.  
FOR SWATOW, AMOY AND FOOCHEW AND RETURN.  
(Occupying 9 to 10 days.)  
Steamships. Captain Leaving.  
Haitan ... A. H. Stewart ... FRI. 19th Sept. at 1 p.m.  
Quinebaug ... Medina ... TUES. 23rd Sept. at 1 p.m.  
Haitong ... J. W. Evans ... FRI. 26th Sept. at 1 p.m.  
Arrivals and Departures from the Company's Wharf (near  
Blake Pier).  
For Freight and Passage, apply to  
Douglas Lapraik & Co.,  
General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong, (Subject to Alteration).  
For Steamship On  
SHANGHAI via F'chow Tungshing Tues., 23rd Sept. at d'light.  
SANDAKAN Hingang Tues., 23rd Sept. at noon.  
SHANGHAI Hingang Wed., 24th Sept. at d'light.  
TIENTSIN Cheongsingh Fri., 25th Sept. at d'light.  
MANILA Yuensang Fri., 26th Sept. at 3 p.m.  
MANILA Loongsang Fri., 3rd Oct. at 3 p.m.  
STRAITS & Calcutta Lainsang Sat., 4th Oct. at 3 p.m.  
ALCUTTA LINE.—This line has been re-organised and affords regular sailings to Calcutta  
via Singapore and Penang.  
Sailings from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally  
calling at Shanghai.  
All steamers have excellent passenger accommodation, are fitted with Electric Light and  
Fans and carry a duly qualified surgeon.  
SHANGHAI LINE.—Sailings approximately every 4-5 days between Canton and Shanghai, sometimes  
calling at Swatow. Steamers on this line have a limited amount of passenger accommo-  
dation, and through tickets can be obtained for Northern and Southern Ports via Shanghai.  
Through Bills of Lading are issued to all Southern and Northern Ports.  
MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-  
modation, sailings from both ports every Friday.  
HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong, Hanoi  
and other ports.  
BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer, having 12-14  
cabin accommodation for passengers.  
Canton on through Bills of Lading for Kt. Sat., Tientsin, Lohans, Tientsin and Lohans, etc.,  
calling at Wanchow and Canton.  
Under Straits Government Passport Regulations.  
All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports  
with their Photographs and description affixed thereto.  
For Freight or passage, apply to  
JARDINE MATHESON & CO., LTD.  
General Managers.  
Telephone No. 215.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM  
HONGKONG TO AUSTRALIAN PORTS.  
Steamers For Date of arrival Date and Time of departure  
"ST. ALBANS" Melbourne via Queens- 7th Oct. Early Nov.  
land Ports  
The above steamers have excellent accommodation for First and Second Saloon  
Passengers, having been built expressly for Tropical Voyages, and are complete with  
every modern convenience for Ocean Traveling.  
A fully qualified Surgeon and Stewards are carried on each vessel.  
For Passage Rates and Further Particulars Apply To  
GIBB, LIVINGSTON & CO.  
Agents.



SHIPPING

**O. S. K.**  
**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALASKA MARU" ... Friday, 26th Sept.  
"CELESTES MARU" ... Monday, 20th Oct.  
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SAIGON MARU" ... Tuesday, 23rd Sept.  
BOMBAY & COLOMBO—Regular fortnightly service via S'pore. "SEATTLE MARU" ... Middle of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service. "UNNAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCTIONLAND, N.Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.  
"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" ... Sunday, 21st Sept.

TAKAO via SWATOW & AMOY.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama. "INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.  
Tel. No. 744 and 745. No. 1, Queen's Building.

**Y. K. K.**

**YAMASHITA KISEN KAISHA.**  
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1  
NANYO MARU No. 2  
NANYO MARU No. 3  
SODEGAURA MARU.  
KYODO MARU No. 13  
TAMON MARU No. 1  
ASOSAN MARU.  
CHEIAN MARU.

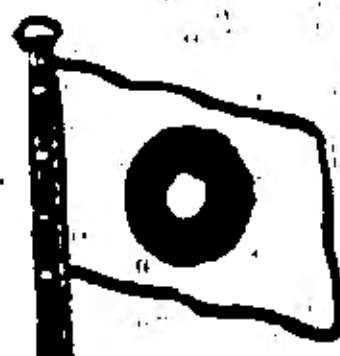
REGULAR SERVICE FOR  
FREIGHT BETWEEN  
HONGKONG,  
BANGKOK  
and/or  
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 149 & 155.

Top Floor, King's Building.



**KUHARA SHOJI KAISHA, LTD.**

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BEAN, PORT SAID, CALAO, HAVANA, BOMBAY, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasted Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,  
M. HASHIMOTO,  
General Agents.

Telephone No. 2108.

**THE ADMIRAL LINE**  
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.  
Operating the following U. S. Shipping Board Steamers.  
For SEATTLE, TACOMA, VICTORIA, VANCOUVER  
(Calling at Shanghai and Kobe.)

"CITY OF SPOKANE" ... About September 20th.  
"ODUM" ... October 14th.  
"SEATTLE SPIRIT" ... October 25th.  
"WHEATLAND" ... November 1st.  
"ENDICOTT" ... November 20th.  
"GREYCOCKER" ... December 20th.

For PORTLAND direct.  
(Calling at Shanghai and Kobe.)

"WAWALONA" ... About October 31st.  
"HISHMANA" ... November 30th.  
"MONTAGUE" ... December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

**THE ADMIRAL LINE**

Telephone 2477 & 2478.

5th Floor, Hotel Mansions.

SHIPPING

**THE DOLLAR S. S. LINE**

SAILINGS FROM HONGKONG FOR

**VANCOUVER**

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... SAILING DATE about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.

"WEST HEPBURN" ... Middle of Oct.  
Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

**THE ROBERT DOLLAR Co.**

GENERAL POST OFFICE BUILDING. TEL. 795.  
THIRD FLOOR. " 792.

Lloyd Triestino

**S.S. "GABLONZ"**

Will be despatched on or about 19th September for Singapore Penang, Colombo, Aden, Port Said & Trieste. (possibly calling at Bombay).

**S.S. "NIPPON"**

For Singapore, Colombo, Port Said and Trieste.  
about end November.

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

**DODWELL & CO., LTD.**  
Agents.

**NEW YORK DIRECT.**

Joint service of the

**"BLUE FUNNEL" LINE**

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

**AMERICAN & MANCHURIAN LINE**

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"Teakel" ... via Panama 23rd Sept.  
"Eurymedon" ... via Panama 11th Oct.  
"Eurybatos" ... via Panama 7th Nov.  
"City of Newcastle" ... via Suez 30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.  
HONGKONG & CANTON REISS & CO CANTON.

**JAVA PACIFIC LINE**

OF THE

**JAVA-CHINA-JAPAN LIJN.**

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Jaya-China-Japan Lijn.

General Managers,  
York Buildings.

Telephone No. 1574.

**UNCLAIMED TELEGRAMS.**

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Mr. Yuengen, 4th Floor 39, Midway of Canoe Road, from Shanghai.

Hanpingli, King Edward Hotel, from Peking.

Kwokchun, 36 Battery Street, Yumati, from Amoy.

Liesheng Pharmacy, from Shanghai.

Hongwoosing, from Amoy.

Teenchowdong Neehongdong, Vanyee Street, from Shanghai.

Kwongshingcheong, from Takow.

Kwongwoosing East Des Voeux, from Amoy.

Tongyackching, from Kobe.

Kienfung Co. Vanyee Street, from Shanghai.

Chuzaing, Woosung West Street, from Shanghai.

Wadato, from Tokio.

Ibarahyatsuka, of Japanese Consulate, from Osaka.

Manyuewing, from Amoy.  
Sakojwakichi, Kaitima Maru, of Kamamura Prayaeast, from Otaru.  
Paktat, from Kobe.  
Abekobei, from Kobe.  
Cheungnug, Pottinger Street, from Shanghai.  
Kusanglee, from Shanghai.  
Nagase, from Osaka.

T. KRING,

Superintendent,  
Hongkong, Sept. 19, 1919.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Captain Anderson. Transport Hermelin, from Shanghai.

Fullerton, of American Consul, from New York.

Nathmerie, from Manchester.

Tiran Antogere, from Saigon-tandinh.

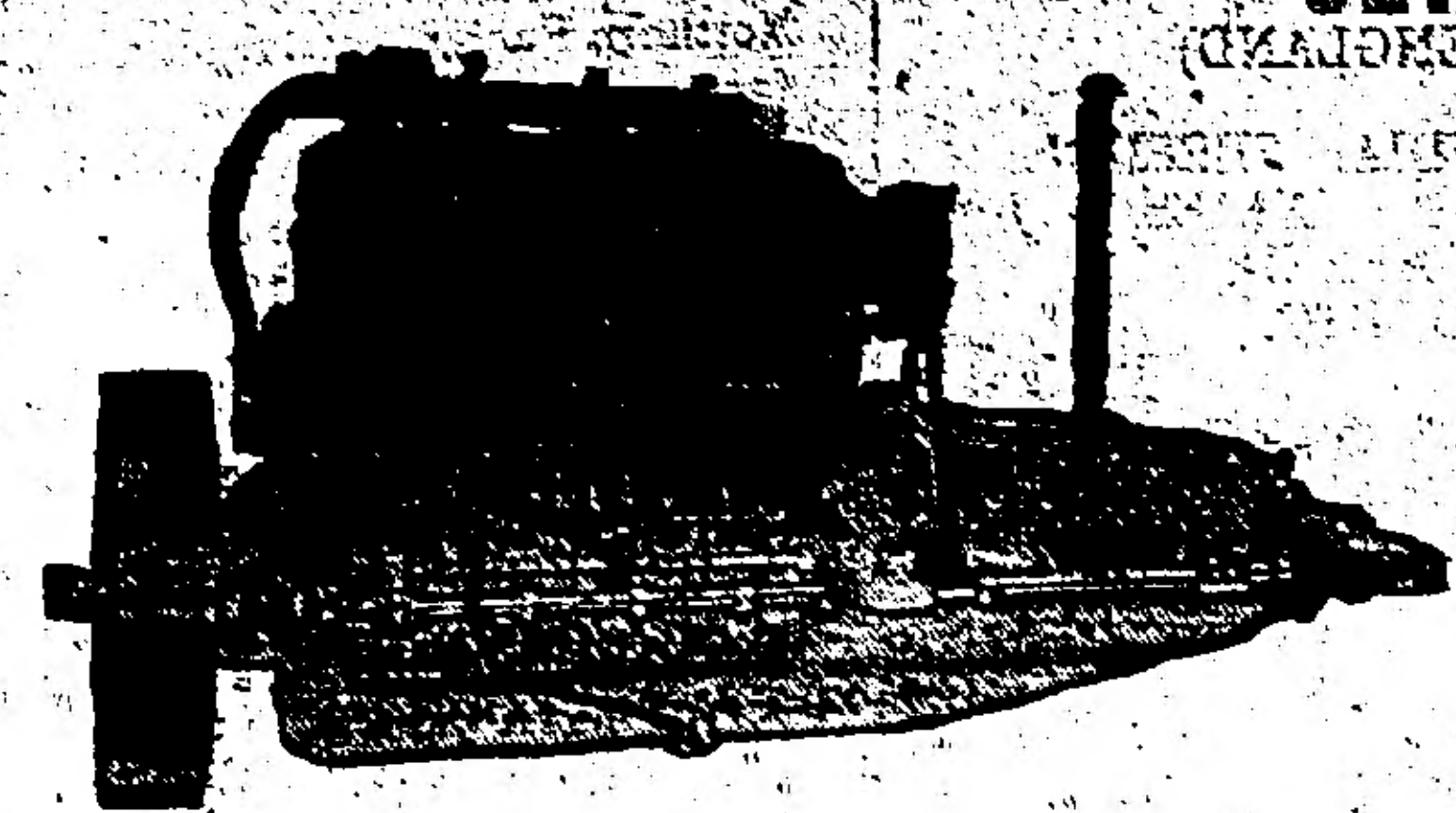
Wallis, Hongkong Hotel, from London.

D. de H. FABRANT,

Superintendent,  
Hongkong, Sept. 18, 1919.

NOTICES

**RED WING THOROBRED**  
THE MARINE MOTOR WITH POWER TO SPARE



GENERAL DESCRIPTION

This motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greatest degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinements, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages and carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slow speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such feature as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.

4 MODELS IN STOCK—14 TO 40 HORSE POWER

**SHEWAN TOMES & CO.**  
MOTOR DEPARTMENT.

Garage No 7 Russell St. Phone 659.

GENERAL NEWS.

£4,500,000 IN TAXES FROM ONE FIRM.

A gross brewing profit of £3,855,900 and a net profit of £2,175,800 were made by the great Guinness brewery business during the past year—easily record figures for this huge concern. The net profit is no less than £395,300 higher than that for the last complete year before the war. In excise and license duties and other taxation the company paid to the Government during the year the enormous sum of £4,666,400. In spite of this the fortunate Ordinary shareholders get a 16-per-cent dividend for the fourth year in succession, and receive it free of income tax. The company's position is enormously strong, its reserve, including the

£250,000 set aside out of the profits of the past 12 months, being £1,863,600. And this in spite of the fact that not far short of a million sterling was withdrawn from it this time last year to pay a substantial bonus to Ordinary shareholders in Five per Cent. War Loan.

BURNT TO DEATH UNDER TAXI

John Thomas Johnson, a Grantham youth was driving a motor taxi on the London-Thorpe road, accompanied by another Grantham youth named Shaw, when the vehicle collided with a tank and overturned. The petrol tank was damaged, and the car caught fire. Both youths were pinned underneath, and before they could be extricated Shaw was burnt to death. Johnson died later in Grantham Hospital.

CONSIGNEES

**NOTICE TO CONSIGNEES**

THE Steamship

having arrived from Portland, Ore. via ports, on Sept. 16th, 1919 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong before Bills of Lading will be countersigned. All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on Sept. 22nd 1919 by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 23rd, 1919 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC STEAMSHIP CO.  
Operating Agents, U. S. Shipping Board.  
5th floor, Hotel Mansions.  
Hongkong, 16th Sept. 1919.

TIDE TABLE.

15th to 21st September 1919.

Time	High Water	Low Water	Time	High Water	Low Water
15th	5.15	1.15	20th	5.15	1.15
16th	5.15	1.15	21st	5.15	1.15
17th	5.15	1.15			
18th	5.15	1.15			
19th	5.15	1.15			
20th	5.15	1.15			
21st	5.15	1.15			

m morning, a afternoon

**THE BRITISH ANTI-FOULING COMPOSITION AND PAINT COMPANY, LTD.**

HONGKONG: TORPEDO BRAND. HONGKONG: BRADLEY & Co., Ltd. THE BANK LINE, LTD.

**Anti-Corrosive and Anti-Fouling Compositions**

All manufactured at the Company's Works, BARKING, ESSEX. CONTRACTORS TO THE ADMIRALTY

These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence and smooth, unbroken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.

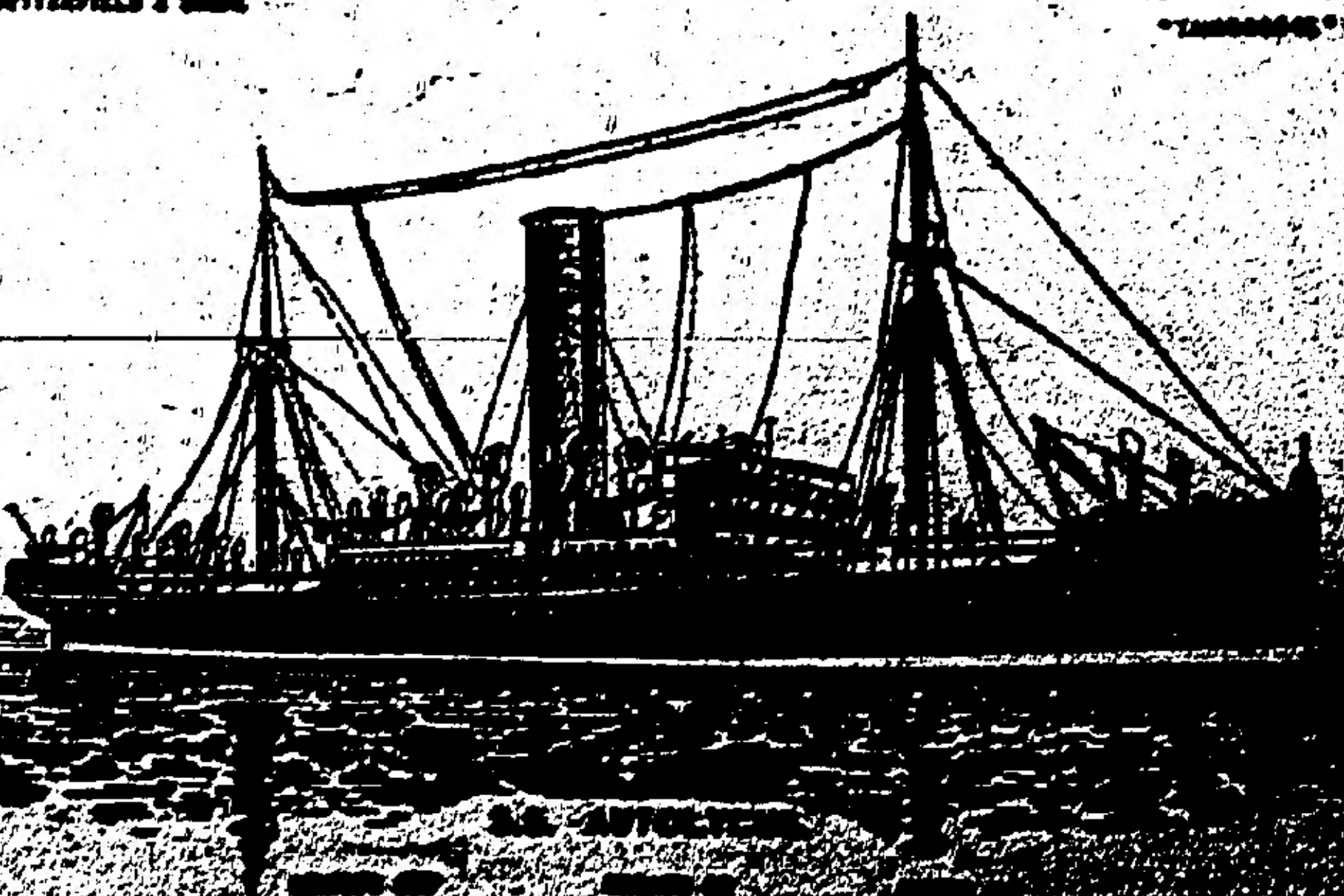
HEAD OFFICE: 130, FENCHURCH STREET, LONDON, E.C. 3.

And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull, Southampton, Dunkirk.

NEW YORK—THE FEDERAL COMPOSITION & PAINT Co., Ltd., 17, BATTERY PLACE.

**THE Taikoo Dockyard and Engineering Co. of Hongkong Ltd.**

BUILDERS OF SHIPS & ENGINES OF EVERY DESCRIPTION



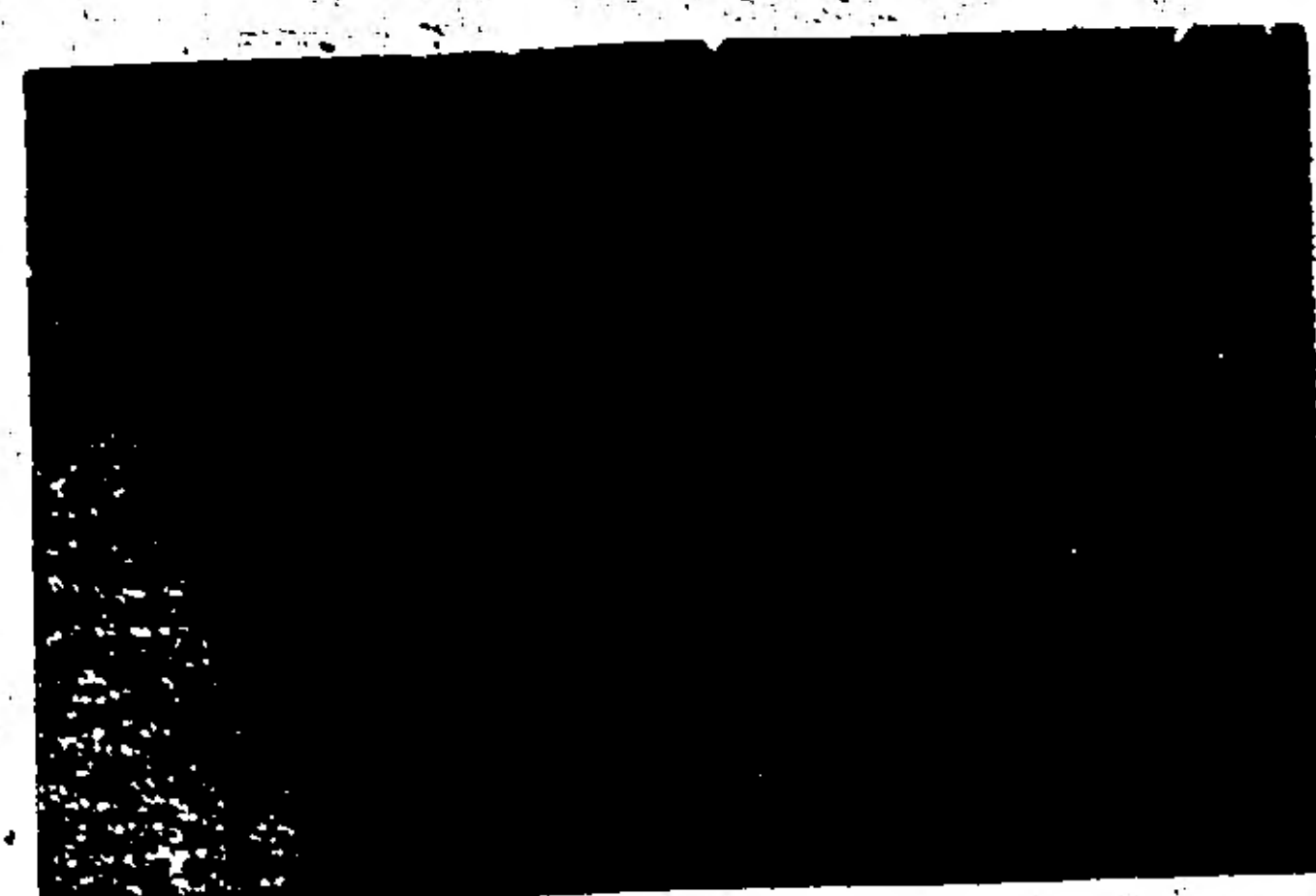






# DAIRY FARM NEWS.

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## OUR BUTCHERY DEPARTMENT

CAN

Supply Suitable Provisions for your

**TABLE.**

SEND FOR OUR PRICE LIST.

---

**A SPECIALITY**

for

**SHIPPERS AND SHIPPING.**

WE PUT UP

**CORNER BEEF AND PORK**

**IN KEGS OR CASKS**

**FOR EXPORT OR STEAMERS' USE.**



**SIMPLE IN  
CONSTRUCTION,  
DURABLE  
AND EASY  
IN OPERATION**

TELEPHONE 1186

apl. and is due at Vancouver on 6-10-68.

is port on the 2nd Sept., and is expected here on the 20th Sept.

Seven hundred war widows and mothers who had lost sons in the war were invited by the Mayor of Ealing to a town's festival, Walpole, and Llanias Park, recently. About 35,000 tickets were sold before the first opened, and many more thousands paid for admission during the day. The proceeds are to be devoted to the education of the children of the war material. Hundreds of people gathered for the sale of



# PICTORIAL SUPPLEMENT.



"Finalists in H.K.D.C. Machine Gun Coy. Bowls Competition.  
Standing (left to right):—C. Q. M. S. Petley, Pte. Jack, Pte. Stewart and Pte. Simpson.  
Seated (left to right):—Pte. Wylie, Lieut. Sutor, Capt. Wright,  
"Dougie" and C. S. M. Duncah.

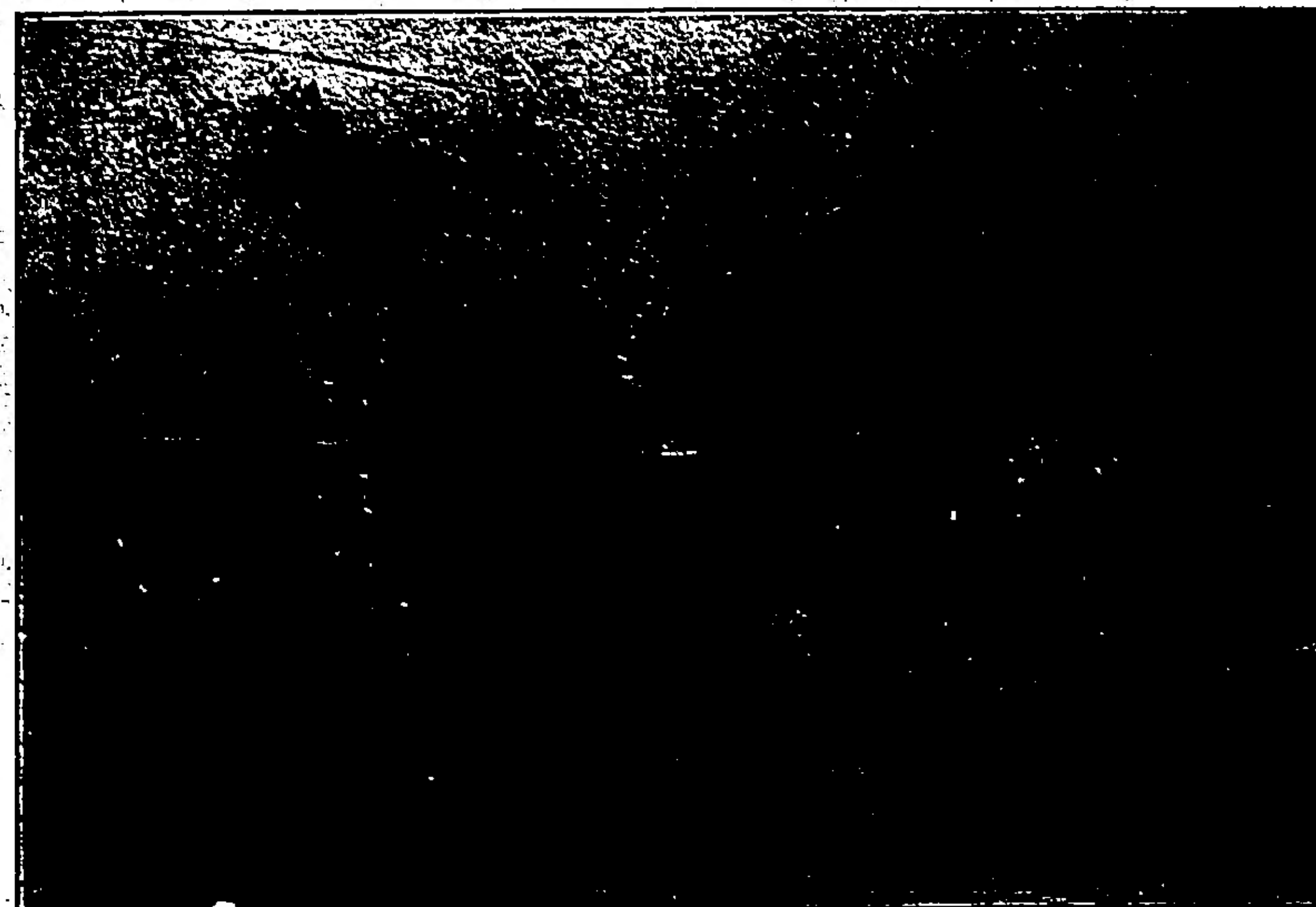


Photo: "Canton Times."

Kwangtung Educational Association's Headquarters at Sao Yiu Fong, Canton.



"Japanese Cargo being burnt in South China.



Photo: Underwood and Underwood.

Madame Jacquemaire, daughter of M. Clemenceau,  
wearing the Croix de Guerre.



Types of aged Balkan women now being cared for by the Red Cross organisations.



Photo: Tientain Press.

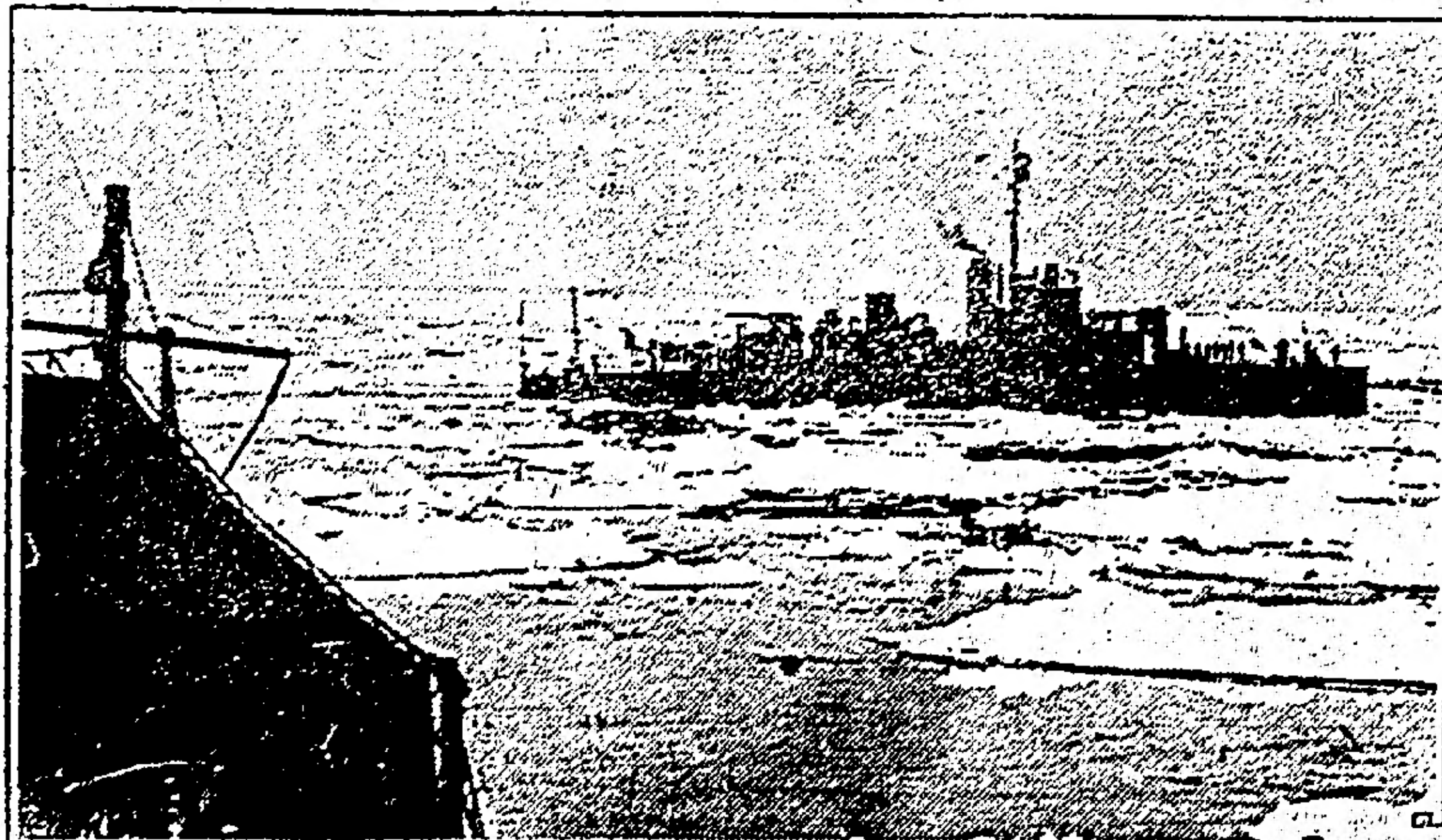
## CHINESE PHONETIC SCRIPT.

Great interest is being shown at Chefoo in the national system of phonetic script. Teachers and pupils are shown in the above picture.



Photo: Tientain Press.

A lesson in phonetic script at Chefoo.



A U.S. Warship ice-bound in Russian waters at Murmansk Harbour.

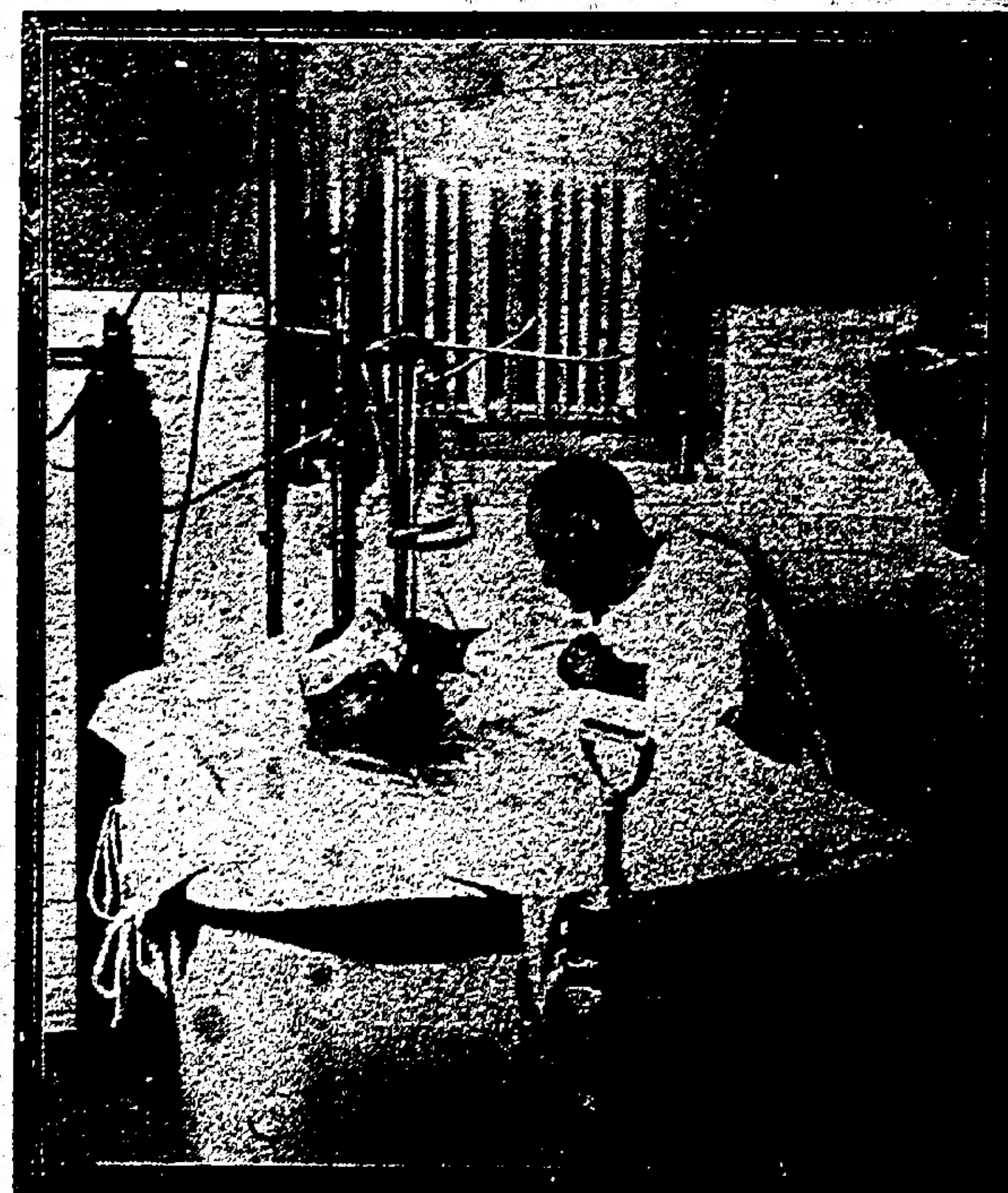


Photo: Underwood and Underwood.

## A WATER BED.

This shell-shocked patient is kept in a tub of water for days at a time. The treatment keeps him at an even temperature and gives him freedom from shocks and fears.



# VACUUM CUP

## 6,000 MILE CORD TYRES

**Q**UALITY in a tyre is not appreciated until it asserts itself through long continued trouble-free performance.

The gauge to this service is the mileage total recorded when the casing finally is discarded.

The notable achievement of nine stock tyres which, put to official finish test by the Automobile Club of America, averaged 6,760 miles, definitely established the unusual quality of Vacuum Cup Tyres.

The rainy day certified test of the Pittsburgh Taxicab Company—in which a heavy car equipped with Vacuum Cup Tyres was driven around a wet corner at 25 miles an hour without skidding—

conclusively proved the guaranteed ability of the Vacuum Cup tread to resist skidding on wet, slippery pavements.

In addition to this proved driving safety and the mileage guarantee—per warranty tag—of 6,000 miles, Vacuum Cup Tyres are reasonably priced. They cost approximately the same as ordinary 3,500 mile tyres and much less than other makes carrying equal mileage surety.

Makers also of Pennsylvania Auto Tubes "Ton Tested"

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

### SPECIAL PRICES

On Sizes available from stock in Hongkong.

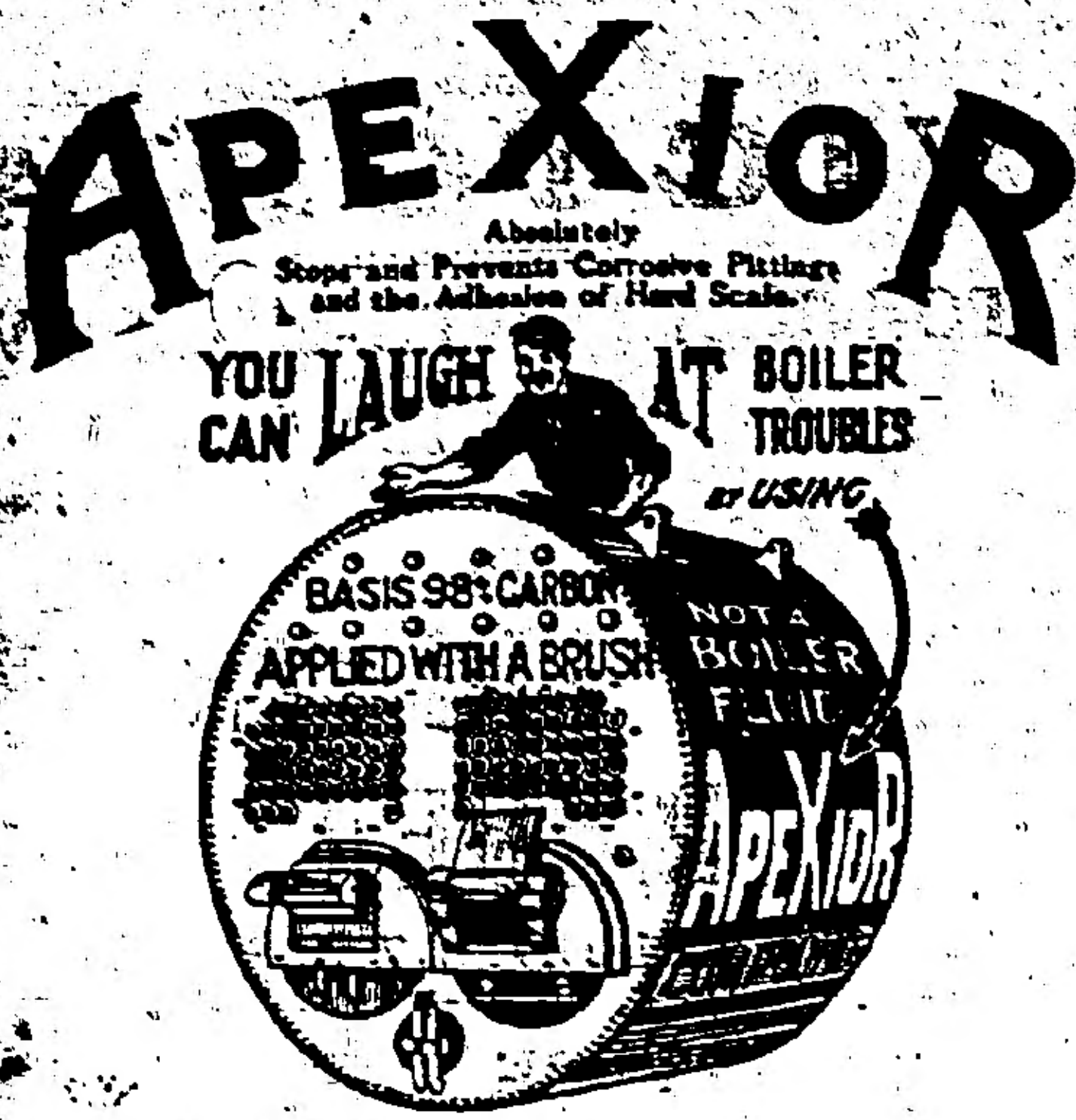
		PRICE EACH.	
Clincher		Tyres	Tubes
30" x 3 1/2"		30.00	4.00
31" x 4"		47.50	5.50
Straight Side			
32" x 3 1/2"		35.00	4.50
33" x 4"		52.50	6.00
Less discount	2 days 2 1/2 per cent,	30 days	Net.

## GERIN DREVARD & CO.

4TH FLOOR HOTEL MANSIONS, HONGKONG.



## NOTICES.



No Heat Retardation. No Zinc Plates needed in Boilers treated with this compound!!

The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

In use by the—

BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE, ARGENTINE AND CHILIAN NAVIES.

Also—

Cunard, Orient, Allan, C.P.R., Johnston, Atlantic Transport, Union Castle, Elder Dempster, Commonwealth and Dominion, Anglo-American Oil Co., Hudson Bay Co., Pacific Steam Navigation, Lamport & Holt, Knight, Leyland, Brocklebank, John Cockrell, Line, Nippon Yusen Kaisha, and practically all important Steamship Companies.

Agents for Hongkong & South China

THE EASTERN ASBESTOS COMPANY,

QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

## YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE; HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:—

WHEN CALLING, SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & ELECTRIC COMPANY LIMITED.

Sole Agents:

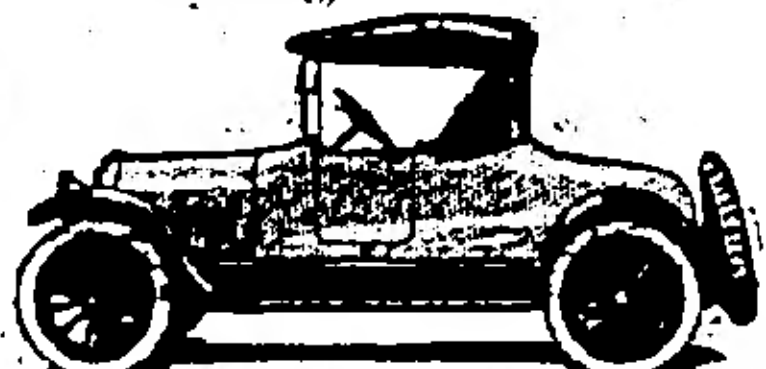
THE CONNAUGHT MOTOR CAR COMPANY,

Tel. No. 1913.

28, Des Vœux Rd.

Central.

G.P.O. Box 444.



A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car At a price within the reach of all.

A Consignment of Studebakers has just been landed. Inspection and Enquiries are cordially Solicited.

SHELL

MOTOR SPIRIT

The Asiatic Petroleum Co. (South China) Ltd.

## JUST ARRIVED

A large selection of

FILET LACE TABLE COVERS—ROUND & SQUARE, SWATOW DRAWN WORK & SILK EMBROIDERIES, ALL KINDS OF LADIES' FANCY GOODS, FOR WHOLESALE AND RETAIL PRICES MODERATE.

SWATOW DRAWN WORK—CO.,

Tel. No. 2860, No. 14, Des Vœux Rd. (Chi.)

## NOTICE.

Yorkshire Insurance Co., Limited.

ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. AGENTS.

## COMMERCIAL NEWS.

NEW CEMENT FACTORY IN KWANTUNG.

The demand for cement in Manchuria has made a tremendous increase recently due to the development of building work at Mukden, Dairen, Anshan, and other places, and during 1918, 600,000 barrels of cement were used in Manchuria. The amount for this year might be somewhat smaller than last year, but the general demand is rising steadily, due to the rapid increase of railway construction, etc. The Onoda Cement Co., having a well appointed factory at Choushuizui at the station next to Dairen, has only an annual capacity of 250,000 barrels. In the Kwantung Leased Territory, the hills running from Choushuizui to Kakakashi consist practically wholly of limestone, supplemented with an almost inexhaustible supply of Fuchow clay. There is a scheme among Dairen capitalists to establish a new cement factory at Kakakashi with the capital of three million yen and the annual capacity of 150,000 barrels.

## CO-OPERATION IN FOREIGN TRADE.

The Kobe firm of C. Crowther and Co., has become part and parcel of an amalgamation in which an endeavour is being made to realise what has always been regarded theoretically as the ideal method of doing business in Japan. Of course, like all other partnerships, foreign-Japanese combinations are liable to miss being ideal through personal causes, and so far there are very few instances of such amalgamations. The old firm of C. Crowther and Co. has, for the purposes of this amalgamation, gone into voluntary liquidation, and of the new concern, in which there is a large capital available for business purposes. Mr. J. P. Crowther is Managing Director in charge of the Foreign Trade Department. The Japanese part of the amalgamation is called the Naigai Shintaku Shoji Kabushiki Kaisha, the President being Mr. Jiro Takagi, and the capital six million yen. The firms are not entirely absorbed in one another, the capitalisation of Crowther and Co., Ltd., being separately fixed at ¥1,000,000, of which ¥250,000 is paid up. The amalgamation constitutes an interesting experiment in foreign trade.

OUR RUSSIAN TRADE.

A Daily Chronicle representative who sought information in authoritative quarters concerning the economic position in various parts of Russia found some very hopeful signs. Some huge American financial deals have already taken place. If Bolshevism were not a dying cause the American Government would not have consented to grant to a syndicate of Russian co-operative organisations who have their headquarters in this country credit for £3,000,000 worth of goods. The Canadian Government have not been far behind, and similar credit deals have been negotiated. An important British firm has already opened up negotiations for a contract, through Russian agencies, involving a million pounds. Arrangements have been completed at Novorossisk, with the approval of the Kouban Government and General Denikin, by which surplus Army military supplies sent from this country will be delivered to the Russian co-operative agencies, in exchange for 8,000 tons of wheat. This wheat, which will be delivered at Novorossisk, is to be sent to the starving Armenians. In addition to the operations of the American and Canadian Governments arrangements have been completed by the British Wholesale Co-operative Society in the provision of manufactured goods for a similar organisation in South Russia.

## NOTICE.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.	WEEK DAYS.
1.00 a.m. to 2.00 a.m.	Every 15 min.
2.00 a.m. to 3.00 a.m.	Every 15 min.
3.00 a.m. to 4.00 a.m.	Every 15 min.
4.00 a.m. to 5.00 a.m.	Every 15 min.
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10.00 p.m. to 11.00 p.m.	Every 15 min.
11.00 p.m. to 12.00 midnight	Every 15 min.

NIGHT CARR.

8.30 p.m. to 9.00 p.m. 9.30 p.m. to 10.00 p.m. to 11.30 p.m. every 30 minutes 11.45 p.m.

SATURDAY EXTRA CARR.

12.00 midnight.

SUNDAYS.

1.00 a.m. to 2.00 a.m. Every 15 min.

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Have Unusual Qualities and an Individuality that

at once create a preference for this Exquisite Brand.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

# TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES.

Banks.	
H.K. & S. Banks	\$575
Marine Insurances.	
Cantons	440
North Chinas	\$200
Unions	230
Yangtze	280
Far Easterns	23
Fire Insurances.	
China Fires	138
H. K. Fires	345
Shipping.	
Douglases	92
Steamboats	b. & sa. 24 1/2
Indos (Prof.)	32
Indos (Def.)	185
Shells	180/-
Ferries	34 1/2
Refineries.	
Sugars	180
Malabons	46
Mining.	
Kailans	65/-
Langkats	
Shanghai Loans	b. 21
Shai Explorations	
Raubs	n. 210
Tronchs	b. 44 1/2
Ural Caspians	n. 47 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. & sa. 101
K. Docks	b. 181
Shai Docks	sa. 123
N. Engineerings	b. \$28 1/2
Lands, Hotels & Buildings.	
Centrals	n. 109 1/2
H.K. Hotels	n. 120
L. Invest.	n. 120
H'phreys Est.	b. 9 1/4
K'loon Lands	n. 46
L. Reclamations	n. 175
West Points	b. 90 s. 93
Cotton Mills.	
Ewos	n. \$360
Kung Yiks	n. \$32 1/2
Lau Kung Mows	n. \$250
Oriental	n. \$120
Shai Cottons	n. \$230
Yangtzepeos	s. & sa. \$17
Miscellaneous.	
Cements	b. 8.10
China Borneos	n. 123 1/2
Do. Light	b. old 7 1/2 new 3 1/2
China Providents	n. 89 1/2
Dairy Farms	s. 29
Electrics H. K.	n. 84
Electrics Macao	n. 34
Hongkong Ropes	b. 30
H.K. Tramways	s. 8 1/4
Peak Trans. old	s. 7 1/4
Do. new	n. 80 cts.
Steam Laundries	b. 3 1/4
Steel Foundries	b. 10 1/4
Water-works	s. 15 1/2
Watsons	b. 5 1/2
Wm. Powells	b. 12
Wisemans	b. 29

Hongkong, Sept. 20, 1919.

# WEATHER REPORT.

September 19th. 11h. 50m. - No return from Vladivostok, Wainiwei, Shanghai, Japan, or Formosa.

Pressure has decreased slightly at Guam, Pohni and Torrance. It is nearly stationary at other reporting stations.

Fresh monsoon may be expected along the south-west coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Total since January 1st, 57.81 inches against an average of 72.61 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Road.	2 winds, fresh; fine to cloudy.
2 Formosa Channel.	N.E. winds, strong.
3 South coast of China (b.)	The same as between H.K. and Formosa.
4 South coast of China (b.)	The same as between H.K. and Formosa.
5 C.W. JEFFRIES, Chief Assistant.	Hongkong Observatory, Sep. 19th, 1919.

# NOTICE



MITSUBISHI SHOKAI KAISHA, LTD.

(MITSUBISHI TRADING CO.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF YAMAGUCHI, OCHI, MUTSU, KIMURA, YOSHIMIZU, NISHI, KAWABATA, SANO, KANADA, SHIMIZU, KAMITAMURA, SUGA, and OTSUKA COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES: NAGASAKI, KANAGAWA, YAMAGUCHI, OCHI, MUTSU, KIMURA, YOSHIMIZU, NISHI, KAWABATA, SANO, KANADA, SHIMIZU, KAMITAMURA, SUGA, and OTSUKA COAL MINES.

Cable Address: "IWASAKI"

Hongkong: "IWASAKI"

Canton, Haiphong: "IWASAKI"

Codes: Al, A.B.C. 5TH ED. Western Union and Bantley's. AGENCY FOR: THE OKAWA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to: S. SAYEKI, Manager, No. 11, Pedder Street, Hongkong.

ASAHI BEER



ASAHI BEER

Mitsui Bussan Kaisha.

# HOTELS.

## THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.  
15 MINUTES FROM LANDING STAGE.  
UNDER THE MANAGEMENT OF MRS. BLAIR.

## KING EDWARD HOTEL.

CENTRAL LOCATION.  
ELECTRIC LIGHTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. 373. Telegraphic Address: "VICTORIA" J. J. MITCHELL, Manager.

# ENTERTAINMENTS

## VICTORIA TO-NIGHT & TO-MORROW PEARL WHITE

### "THE LIGHTNING RAIDER."

EPISODES 7 & 8.

"LOOK OUT BELOW"

A most Exceedingly Funny Lloyd-Globe.

### MATINEES:

TO-DAY  
7 & 8 Episodes of  
"THE LIGHTNING  
RAIDER."

TO-MORROW  
"THE BROKEN  
OATH"  
A Fine Drama.

# THE

## CORONET

TO-DAY, at 2.30 p.m.  
SPECIAL CHILDREN'S MATINEE

OF

### "KING LEAR."

5.15 & 9.15 p.m.

### "THE TIGER WOMAN."

# HOTELS.

## The Hongkong Hotel Co., Ltd.

Operating: THE HONGKONG HOTEL. The leading Hotel in the Far East.  
THE REPULSE BAY HOTEL. (opening in the Summer of 1919) The swimming seaside resort of South China.  
THE HOTEL MANSIONS. (Office premises) The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.  
The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specializing in outside catering work, banquets, dances, parties, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.  
Quotations may be obtained on application at the Hotel Main Office, or representative will call on commissioning with.  
Telephone No. 453, Catering Department.  
Telephone No. 1873, Manager.  
J. B. TAGGART, Manager.

KINGSLERE HOTEL MID-LEVEL  
CRAIGIEBURN HOTEL THE PEAK  
KNUTSFORD HOTEL KOWLOON  
SACHSE, LENNOX & Co., General Agents  
Are resident Managers.

## EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL FINEST SITUATION.  
EXCELLENT CUISINE.  
ARTHUR E. ODELL,  
(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

## THE CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Fine and quiet yet only a few minutes' walk from the Banks and General District. 43 Bedrooms. Excellent Cuisine. Surprisingly Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietor.

Telephone 812. MRS. F. E. CAMERON.

Printed and Published for the Proprietor, by Charles Macdonald Wilson, at 11, Ice-House Street in the City of Victoria, B.C.

# CONSIGNEES

## NOTICE TO CONSIGNEES.

From KOBE Steamship  
THE STEAMSHIP "KWAH" having arrived from Kobe by her ports, Consignees of cargo at all are hereby informed that their goods are being landed at the risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.  
Goods not cleared by the 22nd inst. will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO. LTD.  
General Managers.  
Hongkong, 15th September, 1919.

## NOTICE TO CONSIGNEES.

From KOBE Steamship  
THE STEAMSHIP "CHAKSANG" having arrived from the above Ports Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.  
Goods not cleared by the 21st instant will be subject to rent.  
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO. LTD.  
General Managers.  
Hongkong, 15th September, 1919.

## JARDINE, MATHESON & CO., LTD.

ENGINEERS & LAUNCH BUILDERS.

MARINE MOTORS OF ALL POWERS IN STOCK.

Works: Pootung, Shanghai.  
Sole Agencies: Sterling & Evinrude Motors. Makers "EVO" Motors.

Associated British Machine Tool Makers Ltd.  
A.B.C. Boiler & Amel.  
Bexine Ltd., (Leather) cloth.  
Edgar Allen & Co. Ltd., (Tool Steels &c.)

Sarco Steam Traps, Temperature Regulators &c.  
Lynette & Machinery Ltd.  
Pulsometer Engineering Co., Ltd.  
T. & W. Smith Ltd. (Wire Ropes).  
Imperial Light Ltd.

# THE ADMIRAL LINE.

THE Steamship

"CITY OF SPOKANE"

having arrived from Seattle via ports, on Sept. 18th, 1919 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 24th, 1919 by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 25th, 1919 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.  
PACIFIC STEAMSHIP CO.  
Operating Agents:  
U. S. Shipping Board.  
5th floor, Hotel Mansions.  
Hongkong, September 18th, 1919.

# NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship

"KAGA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 26th September, 1919, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Friday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be allowed after the goods have left the Godowns.

NIPPON YUSEN KAISHA.  
Agents.  
Hongkong, 19th September, 1919.